

**Meeting of the Central Valley Flood Protection Board
August 26, 2010**

**Staff Report – Encroachment Permit
Sacramento County Regional Parks
Dry Creek Parkway Trails Phase I**

1.0 – ITEM

Consider approval of Permit No. 18557 (Attachment B)

2.0 – APPLICANT

Sacramento County Regional Parks (County)

3.0 – LOCATION

The County's Dry Creek Parkway Trails Phase I project site is located on Cherry Island, a section of land between the north and south branches of Dry Creek in the Dry Creek Parkway in Sacramento County. It is situated in the Rio Linda / Elverta community and stretches from the Cherry Island Soccer Complex at 28th and U Streets (upstream end) to the intersection of Dry Creek and Curved Bridge Roads (downstream end). (Attachments C-1 through C-3)

The project features under consideration by the Board for an encroachment permit are described below and are all located within the Dry Creek Designated Floodway under Board jurisdiction.

4.0 – DESCRIPTION

The County proposes to construct within the designated floodway on the right (north) bank of Dry Creek:

- a 2.9-linear-mile, 12-foot-wide multi-use, asphalt-concrete trail, with 3-foot-wide decomposed granite shoulders

- a parallel dirt equestrian trail
- a 25,000-square-foot gravel parking lot
- a 100-foot-long, 11-foot-wide, steel bridge with wooden deck supported by 95-cubic-yards of steel-reinforced concrete abutments resting on 19.6-cubic-yards of steel-reinforced cast-in-place concrete piers
- place approximately 655-cubic-yards of engineered fill and native soil on each side of the channel for bridge approach ramps

5.0 – PROJECT ANALYSIS

The trails will be constructed on fallow agricultural ground and park land owned by the County. The paved multi-use trail will be constructed adjacent to the south branch of Dry Creek. The parallel equestrian trail will be placed within the adjacent agricultural lands. A signaled street crossing will be constructed where the proposed trail will cross Q Street. The parking lot is proposed to be constructed at existing grade therefore no modeling of this feature was necessary.

5.1 – Hydraulic Analysis

MBK Engineers developed a two-dimensional model in 2008 for a hydraulic analysis in support of a Letter of Map Revision (LOMR) submitted to FEMA by the City and County of Sacramento. The LOMR has since been accepted by FEMA.

Bridge Analysis (Attachment E, MBK Engineers, February 18, 2009)

MBK used the model developed in 2008 to evaluate the impacts of the proposed bridge at both the 10-year and 100-year flood elevations. The bridge design has the low chord elevation set at the 10-year water surface elevation (WSEL) to minimize floodway blockage due to the bridge approach embankments. Bridge design details and model grid are provided in Figures 2 through 5 of Attachment E, and the modeled bridge profile is shown as Figure 6.

The change in the 100-year WSEL due to the bridge is mapped as Figure 7 and was computed to be +0.3 feet at the upstream side of the north bridge embankment. This impact is localized to a small area and drops below +0.1 feet less than 50 feet away.

The computed change in the 10-year WSEL due to the bridge ranged from -0.02 feet to +0.02 feet in the immediate vicinity of the bridge, with no measureable impact a short distance away.

The following elevations were used or computed and are at NGV 29 Datum:

- Bridge low chord elevation = 62.5 feet
- 10-year WSEL at bridge (with project) = 64.8 feet (+/- 0.02 feet)
- 100-year WSEL at bridge (base conditions) = 66.4 feet
- 100-year WSEL at bridge (project conditions) = 66.48 feet (+0.08 feet)

Based on these results Board staff deems the modeled hydraulic impacts of the bridge to be acceptable due to the small magnitude and limitation to the immediate vicinity of the bridge.

As a final note on bridge hydraulic impacts the County proposes to place porous concrete erosion control mats on the creek side of the bridge abutments to retard erosion of the stream banks.

Multi-use Trail Analysis (Attachment F, MBK Engineers, July 13, 2010)

To address concerns raised by citizens protesting the proposed multi-use trail MBK again used the model to evaluate potential hydraulic impacts. The proposed trail is designed to be only two inches in height above the existing ground. The trail was modeled with a five-inch height (250 percent of design) to be conservative and to account for potential as-built differences.

The model evaluated base and project conditions at the 100-year flood elevation. Figures 5 through 7 of Attachment F depict the trail cross section, model grid and results.

The change in the 100-year WSEL downstream of the bridge was computed to be -0.1 feet, and was localized to the bridge area with the change dropping to -0.04 feet over a distance 2,000 feet downstream of the bridge.

Localized changes in water surface elevation were computed adjacent to the trail just upstream and downstream of the Q Street crossing as +0.08 feet and -0.07 feet respectively.

In general the computed water surface elevation change is +0.02 feet along the proposed pedestrian trail.

Based on these results Board staff deems the modeled hydraulic impacts of the pedestrian trail to be acceptable due to the small magnitudes and conservative selection of trail height.

5.2 – Geotechnical Analysis

Board staff has concluded that the proposed project would result in no adverse structural or geotechnical impacts to the Dry Creek Designated Floodway.

5.3 – Vegetation and Mitigation

The County will hydroseed all disturbed areas with a native seed mix for immediate vegetative cover and erosion control.

The existing band of riparian vegetation surrounding Dry Creek will be preserved to the greatest practical extent. Riparian and oak mitigation required by the CEQA document and the Department of Fish and Game Streambed Alteration Agreement will be installed outside the Dry Creek Designated floodway at Gibson Ranch County Park.

5.4 – Protest Letters

Four protest letters were received by the Board. Attachment G-1 is a parcel map provided by the County depicting the locations of the protestor's properties.

Gregory Rossbo (Attachment G-2)

In his March 25, 2010 letter Mr. Rossbo claimed that the road base for the paved trail would block the natural flow of water and divert floodwaters to his property. He asked for at least 1,000 cubic yards of native soil to support and preserve the natural creek bank on his property.

The Rossbo property is downstream of Q Street. The 2009 hydraulic analysis computed localized changes in water surface elevation just downstream of the Q Street crossing to be -0.07 feet (-0.84 inches) with an average change in water surface elevation along the proposed pedestrian trail to be +0.02 feet (0.24 inches).

Considering the conservative nature of the modeling (5 inches trail height modeled versus 2 inches trail height design) and the small magnitude of the computed positive change it is concluded that the computed hydraulic impacts are insignificant.

The County Department of Water Resources provided a response to the Department of Regional Parks regarding Mr. Rossbo's letter on July 7, 2010 (Attachment G-3). Their positions are restated as follows:

- Bike Trail: *According to the plans entitled "Dry Creek Parkway Trails Phase I" dated April 3, 2009, and discussions with Parks staff, the bike trail is being excavated from the native grade. The excavation spoils are being trucked offsite and the final constructed bike trail will be only 3 inches above grade. Modeling this small amount of change to the grade is unnecessary given the extremely small change being proposed. At 18' wide and 3" high, the bike trail is approximately 4.5 square feet in cross sectional area above original grade. The estimated Dry Creek floodplain cross sectional area in the vicinity of Mr. Rossbo's property is approximately 10,000 square feet. Theoretically this reduces the cross-sectional flow area during a 100-year event by 45 thousandths of one percent (0.045%). Realistically this is a de minimis impact to the floodplain and is too small to be measured by hydraulic modeling. Even if this amount of change could be modeled, the effort would be moot since it will lead to no change in the calculated floodplain elevation.*
- Parking Lot: *The parking lot is being constructed by removal of native material then placement of a constructed base and gravel surface. The added cross sectional area impact to the 100-year floodplain is similarly de minimis to that of the bike trail. In addition, the parking lot is located approximately 3,000 feet downstream of his property and is hydraulically neutral. It is physically impossible for the parking lot to hydraulically impact Mr. Rossbo's property due to its proximity and minimal intrusion in the floodplain.*
- Bridge: *The proposed bridge was analyzed with a 2-dimensional hydraulic model in order to quantify any impacts to the floodplain elevation. The model showed that the floodplain elevation immediately upstream of the bridge increased by 0.1 feet and that the floodplain elevation was lowered by a similar amount immediately downstream of the bridge. However, within 100 feet upstream or downstream of the bridge the impacts to the floodplain are shown to reduce to zero. Mr. Rossbo's property is located approximately 5,000 feet downstream of the bridge location. Again, due to the proximity of the bridge to Mr. Rossbo's property, the bridge is hydraulically neutral and it is physically impossible for the bridge to hydraulically impact his property.*

Maureen and George Ferreria (Attachment G-4)

In their March 27, 2010 letter the Ferrerias stated that they were concerned that the project might worsen local flood conditions, and requested that the bank on their side of the creek bank be built up and reinforced to offset whatever is done to the opposite bank. They were also concerned that additional trails might attract crime, and requested that 18th Street be resurfaced if funds are available.

The Ferreria property is adjacent to the Rossbo property downstream of Q Street. The 2009 hydraulic analysis computed localized changes in water surface elevation just downstream of the Q Street crossing to be -0.07 feet (-0.84 inches) with an average change in water surface elevation along the proposed pedestrian trail to be +0.02 feet (0.24 inches).

Considering the conservative nature of the modeling (5 inches trail height modeled versus 2 inches trail height design) and the small magnitude of the positive computed change it is concluded that the computed hydraulic impacts are insignificant.

Vicki Rose (Attachment G-5)

In her March 28, 2010 letter Ms. Rose protested the proposed (paved) trails, shoulders, parking lot, piers, abutments and bridge if they would cause extensive flooding of her property. She was supportive of the proposed equestrian trail as long as it did not cause increased flooding to her property.

Ms. Rose's property is upstream of Q Street. The 2009 hydraulic analysis computed localized changes in water surface elevation just upstream of the Q Street crossing to be +0.08 feet (0.96 inches) with an average change in water surface elevation along the proposed pedestrian trail to be +0.02 feet (0.24 inches).

Considering the conservative nature of the modeling (5 inches trail height modeled versus 2 inches trail height design) and the small magnitude of the computed changes it is concluded that the computed hydraulic impacts are insignificant.

Tamara Rose (Attachment G-5)

In her March 29, 2010 letter Ms. Rose claimed she would be adversely affected by proposed bridge because it is 65 feet from her property and that it would force the flow of Dry Creek onto her property.

The 2009 hydraulic analysis computed the change in water surface elevation to be +0.3 feet at the upstream side of the northern bridge embankment, with the change dropping below 0.1 feet less than 50 feet from the bridge. These results infer that the change at Ms. Rose's property would also be less than 0.1 feet (1.2 inches).

Considering the conservative nature of the modeling (5 inches trail height modeled versus 2 inches trail height design) and the small magnitude of the computed change it is concluded that the computed hydraulic impacts are minor, if not insignificant.

5.5 – Supporting Letters

Five letters of support were received by the Board (Attachment H) from the following groups:

- Sacramento Area Flood Control Agency (June 9)
- Dry Creek Parkway Advisory Committee (July 3)
- Rio Linda Elverta Visions Task Force Steering Committee (July 12)
- Sacramento County Habitat 2020 (July 14)
- Twin Rivers Unified School District (July 15)
- Dee Fuller (July 19)

6.0 – AGENCY COMMENTS AND ENDORSEMENTS

The comments and endorsements associated with this project, from all pertinent agencies are shown below:

The proposed project is located within a designated floodway and does not affect any federally constructed project. The U.S. Army Corps of Engineers 208.10 letter addressing this project was received on November 19, 2009 and is incorporated into the permit as an informational reference as Attachment B, Exhibit A.

There is no local levee maintaining agency in the vicinity of this project.

7.0 – PROPOSED CEQA FINDINGS

Board staff has prepared CEQA findings (see Attachment D) for this project.

8.0 – SECTION 8610.5 CONSIDERATIONS

1. Evidence that the Board admits into its record from any party, State or local public agency, or nongovernmental organization with expertise in flood or flood plain management:

The Board will make its decision based on the evidence in the permit application and attachments, this staff report, and any other evidence presented by any individual or group.

2. The best available science that related to the scientific issues presented by the executive officer, legal counsel, the Department or other parties that raise credible scientific issues.

The accepted industry standards for the work proposed under this permit as regulated by Title 23 have been applied to the review of this permit.

3. Effects of the decision on the entire State Plan of Flood Control:

This project is not located within or adjacent to any federal flood damage reduction project. The hydraulic analyses performed by the applicant are conservative in nature and result in computed water surface elevation changes that are minimal in magnitude, localized in area, and do not adversely impact the Dry Creek Designated Floodway or adjacent properties.

4. Effects of reasonable projected future events, including, but not limited to, changes in hydrology, climate, and development within the applicable watershed:

Specific quantified impacts of climate change on future hydrology and floodplain conditions in the Sacramento River basin have not been studied by the Board, U.S. Army Corps of Engineers, or other flood management partners.

The Dry Creek Designated Floodway Bypass is well upstream from the Sacramento River and is not tidally influenced from the Pacific Ocean.

9.0 – STAFF RECOMMENDATION

Staff recommends that the Board adopt Resolution No. 10-31 which constitutes the Board's written findings and decision in the matter of Permit No. 18557. The Resolution contains the following:

- The Board's CEQA findings
- Findings of Fact
- Approval of Permit No. 18557
- Directions to the Executive Officer to take necessary action to prepare and execute the permit and related documents and to prepare and file a Notice of Determination with the State Clearinghouse

10.0 – LIST OF ATTACHMENTS

- A. Resolution No. 10-31
- B. Draft Permit
- C. Maps, Site Plans and Photos
- D. CEQA Findings
- E. Hydraulic Impact Analysis (MBK Engineers, February 18, 2009)
- F. Hydraulics Analysis (MBK Engineers, July 13, 2010)
- G. Protest Letters and Response
- H. Supporting Letters

Report Completed by:	Eric Butler
Design Review:	Steve Dawson
Hydraulic Review:	Steve Dawson, Eric Butler
Geotechnical Review:	Steve Dawson, Eric Butler
Environmental Review:	Andrea Mauro, James Herota
Document Review:	Len Marino

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STATE OF CALIFORNIA
THE RESOURCES AGENCY
CENTRAL VALLEY FLOOD PROTECTION BOARD

RESOLUTION NO. 10-31

FINDINGS AND DECISION AUTHORIZING ISSUANCE OF
ENCROACHMENT PERMIT NO. 18557
SACRAMENTO COUNTY REGIONAL PARKS – DRY CREEK PARKWAY TRAIL
PHASE I PROJECT

WHEREAS, the Sacramento County Regional Parks proposes the Dry Creek Parkway Trail Phase I Project to construct a 2.9-linear-mile, 12-foot-wide multi-use, asphalt-concrete trail, with 3-foot-wide decomposed granite shoulders, a parallel dirt equestrian trail, a 25,000-square-foot gravel parking lot, 100-foot-long, 11-foot-wide, steel bridge with wooden deck supported by 95-cubic-yards of steel-reinforced concrete abutments resting on steel-reinforced cast-in-place concrete piers, place approximately 655-cubic-yards of engineered fill and native soil on each side of the channel for bridge approach ramps; and

WHEREAS, Sacramento County Regional Parks submitted Encroachment Permit Application No. 18557 to the Central Valley Flood Protection Board on October 5, 2009. The project is located in Rio Linda, between 24th Street and Dry Creek Road, on Dry Creek, in Sacramento County; and

WHEREAS, the Dry Creek Parkway Trail Phase I Project provides trails for bicycles, pedestrians, and equestrians for recreation and alternative transportation; and

WHEREAS, the County of Sacramento as lead agency under the California Environmental Quality Act, Public Resources Code sections 21000 *et seq.* (“CEQA”) prepared an Initial Study/Mitigated Negative Declaration (IS/MND), (SCH No. 2009072032, July 2009), and Mitigation Monitoring and Reporting Plan (MMRP) for the Dry Creek Parkway Trails Phase I Project (incorporated herein by reference and available at the Central Valley Flood Protection Board offices or County of Sacramento office); and

WHEREAS, the County of Sacramento, as lead agency, certified the IS/MND, adopted mitigation measures and a MMRP, approved Findings pursuant to CEQA and the CEQA Guidelines (incorporated herein by reference); and adopted the IS/MND, the MMRP at the Board of Supervisors Meeting on October 20, 2009 and filed a Notice of Determination with the State Clearinghouse on November 9, 2009 approving the Project; and

WHEREAS, the Central Valley Flood Protection Board has conducted a hearing on Encroachment Permit No. 18557 and has reviewed the application, the Report of its staff, the documents and correspondence in its file, and the environmental documents prepared by the County of Sacramento;

NOW, THEREFORE, BE IT RESOLVED THAT,

Findings of Fact.

1. The Central Valley Flood Protection Board hereby adopts as Findings the facts set forth in the Staff Report.
2. The Board has reviewed all Attachments listed in the Staff Report.

CEQA Findings.

3. The Central Valley Flood Protection Board, as a responsible agency, has independently reviewed the analysis in the IS/MND, MMRP, and the Findings prepared by the lead agency County of Sacramento, and has reached its own conclusions regarding them.
4. The Central Valley Flood Protection Board, after consideration of the IS/MND, MMRP, and County of Sacramento Findings, adopts the project description, analysis and Findings which are relevant to activities authorized by issuance of Encroachment Permit No. 18557 the Dry Creek Parkway Trail Phase I Project. The Board finds that although the proposed project could have a potentially significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. The project proponent has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where no significant impacts will occur. These mitigation measures are included in the project proponent's MMRP and address impacts to air quality, biological resources, hydrology and water quality, and cultural resources. The description of the mitigation measures are further described in the adopted MMRP, which has been made a condition of Permit No. 18557.
5. **Custodian of Record.** The custodian of the CEQA record for the Board is its Executive Officer, Jay Punia, at the Central Valley Flood Protection Board Offices at 3310 El Camino Avenue, Room 151, Sacramento, California 95821.

Findings pursuant to Water Code section 8610.5.

6. **Evidence Admitted into the Record.** The Board has considered all the evidence presented in this matter, including the IS/MND (SCH No. 2009072032, July 2009) for the Dry Creek Parkway Trails Phase I Project, the MMRP, the County of Sacramento Findings, transcripts of the evidentiary hearing for Encroachment Permit No. 18557 held at the Central Valley Flood Protection Board meeting on July 22, 2010, and the Corps of Engineers recommendations. The Board has also considered

all letters and other correspondence received by the Board and in the Board's files related to this matter. The custodian of the file is Executive Officer Jay Punia at the Central Valley Flood Protection Board.

7. **Best Available Science.** In making its findings, the Board has used the best available science relating to the issues presented by all parties.
8. **Effects on State Plan of Flood Control.** This project is not located within or adjacent to any federal flood damage reduction project. The hydraulic analyses performed by the applicant are conservative in nature and result in computed water surface elevation changes that are minimal in magnitude, localized in area, and do not adversely impact the Dry Creek Designated Floodway or adjacent properties.
9. **Effects of Reasonable Projected Future Events.** Specific quantified impacts of climate change on future hydrology and floodplain conditions in the Sacramento River basin have not been studied by the Board, U.S. Army Corps of Engineers, or other flood management partners. The Dry Creek Designated Floodway Bypass is well upstream from the Sacramento River and is not tidally influenced from the Pacific Ocean.

Other Findings/Conclusions regarding Issuance of the Permit.

10. This resolution shall constitute the written decision of the Central Valley Flood Protection Board in the matter of Encroachment Permit No. 18557.

Approval of Encroachment Permit No. 18557.

11. Based on the foregoing, the Central Valley Flood Protection Board hereby approves the Dry Creek Parkway Trails Phase I Project and approves issuance of Encroachment Permit No. 18557 in substantially the form provided as Attachment B of the Staff Report.
12. The Board directs the Executive Officer to take the necessary actions to prepare and execute the permit and related documents and to prepare and file a Notice of Determination under the California Environmental Quality Act for the County of Sacramento, Dry Creek Parkway Trails Phase I Project.

PASSED AND ADOPTED by vote of the Board on _____, 2010

Benjamin F. Carter
President

Maureen (Lady Bug) Doherty
Secretary

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DRAFT

STATE OF CALIFORNIA
THE RESOURCES AGENCY
THE CENTRAL VALLEY FLOOD PROTECTION BOARD

PERMIT NO. 18557 BD

This Permit is issued to:

Sacramento County Regional Parks
3711 Branch Center Road
Sacramento, California 95827

To construct a 2.9-linear-mile, 12-foot-wide multi-use, asphalt-concrete trail, with 3-foot-wide decomposed granite shoulders, and a parallel dirt equestrian trail, and construct a 25,000-square-foot gravel parking lot within the designated floodway on the right (north) bank of Dry Creek; install a 100-foot-long, 11-foot-wide, steel bridge supported by 95-cubic-yards of steel-reinforced concrete abutments resting on 19.6-cubic-yards of steel-reinforced cast-in-place concrete piers within the channel, and place approximately 655-cubic-yards of engineered fill and native soil on each side of the channel for bridge approach ramps. The project is located in Rio Linda, between 24th Street and Dry Creek Road (Section 26&27, T10N, R5E, MDB&M, Dry Creek, Sacramento County).

NOTE: Special Conditions have been incorporated herein which may place limitations on and/or require modification of your proposed project as described above.

(SEAL)

Dated: _____

Executive Officer

GENERAL CONDITIONS:

ONE: This permit is issued under the provisions of Sections 8700 – 8723 of the Water Code.

TWO: Only work described in the subject application is authorized hereby.

THREE: This permit does not grant a right to use or construct works on land owned by the Sacramento and San Joaquin Drainage District or on any other land.

FOUR: The approved work shall be accomplished under the direction and supervision of the State Department of Water Resources, and the

permittee shall conform to all requirements of the Department and The Central Valley Flood Protection Board.

FIVE: Unless the work herein contemplated shall have been commenced within one year after issuance of this permit, the Board reserves the right to change any conditions in this permit as may be consistent with current flood control standards and policies of The Central Valley Flood Protection Board.

SIX: This permit shall remain in effect until revoked. In the event any conditions in this permit are not complied with, it may be revoked on 15 days' notice.

SEVEN: It is understood and agreed to by the permittee that the start of any work under this permit shall constitute an acceptance of the conditions in this permit and an agreement to perform work in accordance therewith.

EIGHT: This permit does not establish any precedent with respect to any other application received by The Central Valley Flood Protection Board.

NINE: The permittee shall, when required by law, secure the written order or consent from all other public agencies having jurisdiction.

TEN: The permittee is responsible for all personal liability and property damage which may arise out of failure on the permittee's part to perform the obligations under this permit. If any claim of liability is made against the State of California, or any departments thereof, the United States of America, a local district or other maintaining agencies and the officers, agents or employees thereof, the permittee shall defend and shall hold each of them harmless from each claim.

ELEVEN: The permittee shall exercise reasonable care to operate and maintain any work authorized herein to preclude injury to or damage to any works necessary to any plan of flood control adopted by the Board or the Legislature, or interfere with the successful execution, functioning or operation of any plan of flood control adopted by the Board or the Legislature.

TWELVE: Should any of the work not conform to the conditions of this permit, the permittee, upon order of The Central Valley Flood Protection Board, shall in the manner prescribed by the Board be responsible for the cost and expense to remove, alter, relocate, or reconstruct all or any part of the work herein approved.

SPECIAL CONDITIONS FOR PERMIT NO. 18557 BD

THIRTEEN: All work approved by this permit shall be in accordance with the submitted drawings and specifications except as modified by special permit conditions herein. No further work, other than that approved by this permit, shall be done in the area without prior approval of the Central Valley Flood Protection Board.

FOURTEEN: The permittee shall maintain the permitted encroachment(s) and the project works within the utilized area in the manner required and as requested by the authorized representative of the Department of Water Resources or any other agency responsible for maintenance.

FIFTEEN: The permittee shall contact the Department of Water Resources by telephone, (916) 574-0609, and submit the enclosed postcard to schedule a preconstruction conference. Failure to do so at least 10 working days prior to start of work may result in delay of the project.

SIXTEEN: The Central Valley Flood Protection Board and Department of Water Resources shall not be held liable for any damages to the permitted encroachment(s) within the Dry Creek Designated Floodway resulting from flood fight, operation, maintenance, inspection, or emergency repair.

SEVENTEEN: The permittee may be required, at permittee's cost and expense, to remove, alter, relocate, or reconstruct all or any part of the permitted encroachment(s) if removal, alteration, relocation, or reconstruction is necessary as part of or in conjunction with any present or future flood control plan or project or if damaged by any cause. If the permittee does not comply, the Central Valley Flood Protection Board may remove the encroachment(s) at the permittee's expense.

EIGHTEEN: The permittee should contact the U.S. Army Corps of Engineers, Sacramento District, Regulatory Branch, 1325 J Street, Sacramento, California 95814, telephone (916) 557-5250, as compliance with Section 10 of the Rivers and Harbors Act and/or Section 404 of the Clean Water Act may be required.

NINETEEN: The permittee shall be responsible for repair of any damages to the Dry Creek Designated Floodway and other flood control facilities due to construction, operation, or maintenance of the proposed project.

TWENTY: The permittee is responsible for all liability associated with construction, operation, and maintenance of the permitted facilities and shall defend, indemnify, and hold the Central Valley Flood Protection Board and the State of California; including its agencies, departments, boards, commissions, and their respective officers, agents, employees, successors and assigns (collectively, the "State"), safe and harmless, of and from all claims and damages arising from the project undertaken pursuant to this permit, all to the extent allowed by law. The State expressly reserves the right to supplement or take over its defense, in its sole discretion.

TWENTY-ONE: The permittee shall defend, indemnify, and hold the Central Valley Flood Protection Board and the State of California, including its agencies, departments, boards, commissions, and their respective officers, agents, employees, successors and assigns (collectively, the "State"), safe and harmless, of and from all claims and damages related to the Central Valley Flood Protection Board's approval of this permit, including but not limited to claims filed pursuant to the California Environmental Quality Act. The State expressly reserves the right to supplement or take over its defense, in its sole discretion.

TWENTY-TWO: If the project, or any portion thereof, is to be abandoned in the future, the permittee or successor shall abandon the project under direction of the Central Valley Flood Protection Board and Department of Water Resources, at the permittee's or successor's cost and expense.

TWENTY-THREE: Upon completion of the project, the permittee shall submit as-built drawings to: Department of Water Resources, Flood Project Inspection Section, 3310 El Camino Avenue, Suite LL30, Sacramento, California 95821.

TWENTY-FOUR: No construction work of any kind shall be done during the flood season from November 1 to April 15 without prior approval of the Central Valley Flood Protection Board.

TWENTY-FIVE: Debris that may accumulate on all fencing shall be cleared off and disposed of outside of the floodway after each period of high water.

TWENTY-SIX: The proposed public safety fencing to provide protection from golf balls at and adjacent to the proposed pedestrian bridge shall be installed as shown on the submitted drawings.

TWENTY-SEVEN: The proposed post and cable fence around the proposed public parking area shall be installed with multiple cables.

TWENTY-EIGHT: Backfill material for excavations shall be placed in 4- to 6-inch layers and compacted to at least the density of the adjacent, firm, undisturbed material.

TWENTY-NINE: No material stockpiles, temporary buildings, or equipment shall remain in the floodway during the flood season from November 1 to April 15.

THIRTY: Cleared trees and brush shall be completely burned or removed from the floodway, and downed trees or brush shall not remain in the floodway during the flood season from November 1 to April 15.

THIRTY-ONE: If erosion occurs adjacent to the proposed pedestrian bridge the permittee shall repair the eroded areas and place adequate revetment on the affected areas to prevent further erosion.

THIRTY-TWO: All debris generated by this project shall be disposed of outside the Dry Creek Designated Floodway.

THIRTY-THREE: The project site shall be restored to at least the condition that existed prior to commencement of work.

THIRTY-FOUR: The bicycle and equestrian trails shall conform to the standards contained in Section 132 of the Central Valley Flood Protection Board's Regulations.

THIRTY-FIVE: Maintenance of the bicycle and equestrian trails shall be the responsibility of the permittee unless the permittee submits evidence of an agreement by which a public agency has assumed the responsibility of maintaining the bicycle and equestrian trails. The trails shall be maintained to a level that is safe for bicycle and equestrian traffic and acceptable to the local flood control maintaining agency and the Department of Water Resources.

THIRTY-SIX: Repair and/or replacement of the bicycle and equestrian trails, should either become damaged due to emergency flood fight, floodway maintenance, or necessary improvement activities on Dry Creek Designated Floodway, shall be made by and at the sole expense of the permittee, or in accordance with the agreement for maintenance between the permittee and the public agency.

THIRTY-SEVEN: The permittee agrees to bear the cost of any repairs to the Dry Creek Designated Floodway that are made necessary by the presence or use of the bicycle or equestrian trails.

THIRTY-EIGHT: The permittee shall adopt and enforce restrictions on the use of the bicycle and equestrian trails that are acceptable to the Central Valley Flood Protection Board. Such restrictions, at a minimum, shall restrict public access to the trails and designated adjacent areas only; shall prohibit motorized vehicle traffic, except as may be necessary for maintenance, enforcement, and public safety; and shall prohibit interference with the primary purpose of the Dry Creek Designated Floodway upon which the trails are constructed.

THIRTY-NINE: The Central Valley Flood Protection Board and local flood control maintaining agency retain the right to temporarily close the bicycle and equestrian trails for improvement, maintenance, and emergency flood fight activities.

FORTY: The permittee must install permanent signs at all bicycle and equestrian access points to control all unauthorized use of the bicycle and equestrian trails.

FORTY-ONE: The letter from the Department of the Army dated November 19, 2009 is in reference

to this project, and is attached to this permit as Exhibit A.

FORTY-TWO: The mitigation measures approved by the permittee and found in its Mitigation Monitoring and Reporting Plan (MMRP) are made a condition of this permit. The permittee shall implement all such mitigation measures. However, the measures in the MMRP may be modified to accommodate changed circumstances or new information not triggering the need for subsequent or supplemental analysis as allowed by law under CEQA Guidelines Sections 15062 or 15063 with advance notice of the proposed changes and submittal of supporting documentation for review and comment to the Staff Environmental Scientist of the Central Valley Flood Protection Board.

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REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. Army Engineer District, Sacramento
Corps of Engineers
1325 J Street
Sacramento, California 95814-2922

November 19, 2009

Flood Protection and Navigation Section (18557)

Mr. Jay Punia, Executive Officer
Central Valley Flood Protection Board
3310 El Camino Avenue, Room LL40
Sacramento, California 95821

Dear Mr. Punia:


We have reviewed a permit application by Sacramento County Regional Parks (application number 18557). This project includes constructing a 2.9-mile long, 12-foot wide multi-use asphalt-concrete trail, constructing an equestrian trail, constructing a 25,000 square-foot gravel parking lot, constructing a 100-foot long, 11-foot wide steel bridge, and placing approximately 655 cubic yards of engineered fill within the floodway of Dry Creek. This project is located in Rio Linda, between 24th Street and Dry Creek Road, at 38.6985°N 121.4226°W NAD83, Sacramento County, California.

The District Engineer has no comments or recommendations regarding flood control because this proposed work does not affect a federally constructed project.

A file (200600613) has been opened because a Section 10 and/or Section 404 permit may be required. Please advise the applicant to contact the U.S. Army Corps of Engineers, Sacramento District, Regulatory Division, 1325 J Street, Sacramento, California 95814, telephone (916) 557-5250.

A copy of this letter is being furnished to Mr. Jeremy Arrich, Chief, Flood Project Integrity and Inspection Branch, 3310 El Camino Avenue, Suite LL30, Sacramento, CA 95821.

Sincerely,


for

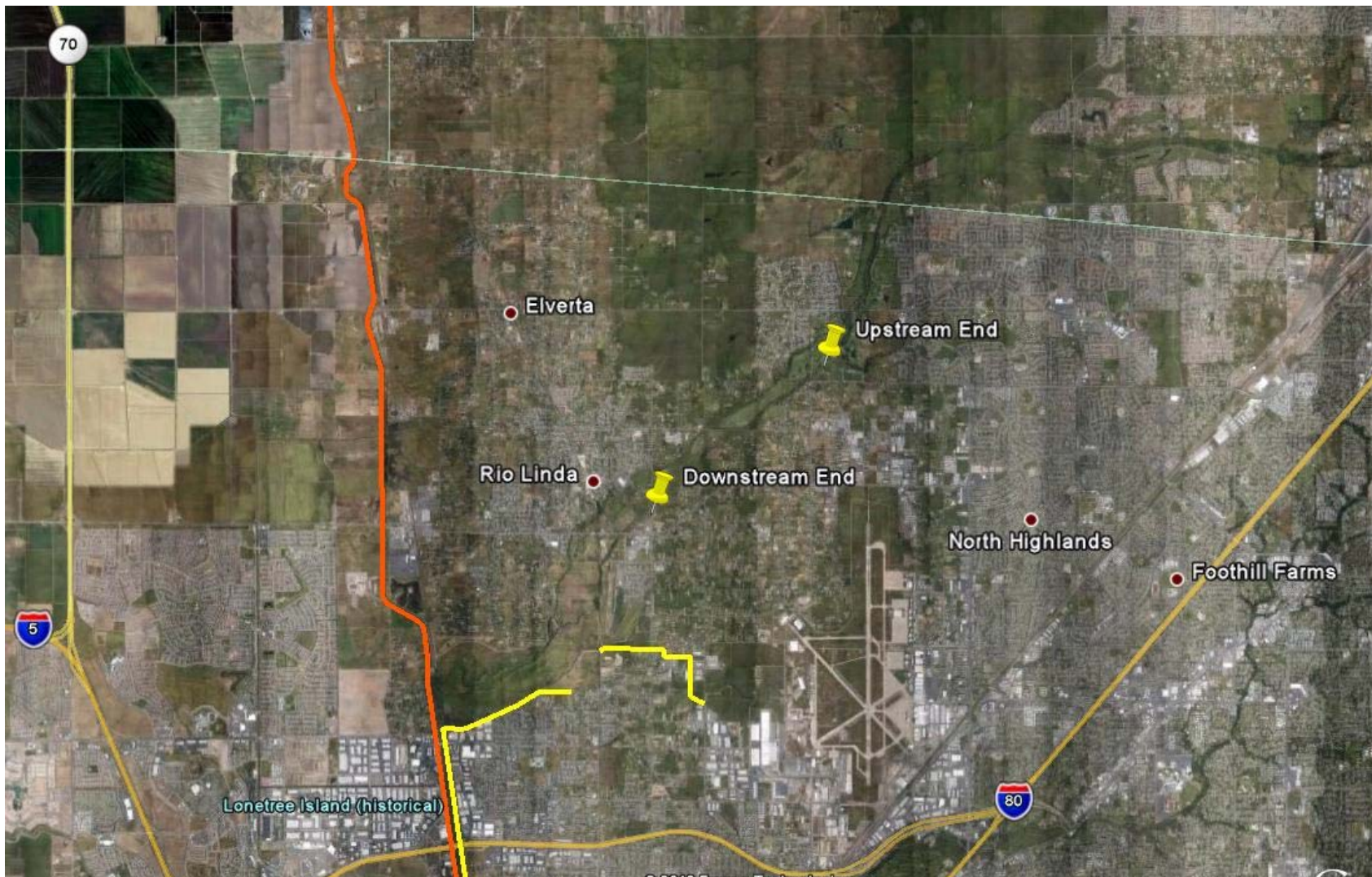
Meegan G. Nagy, P.E.
Chief, Flood Protection and Navigation Section

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Attachment C-1, Vicinity Map

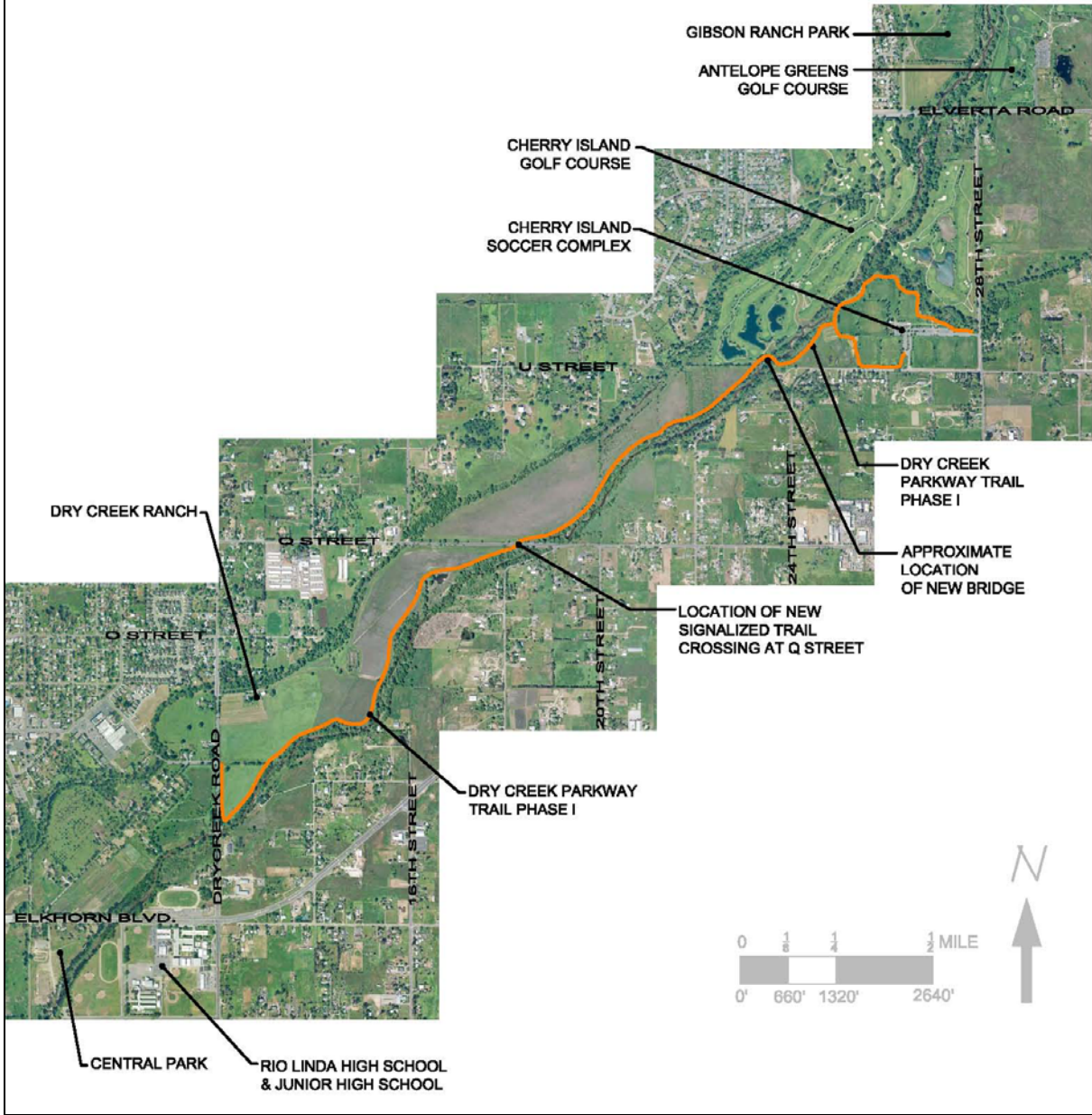


Attachment C-2, Location Map



Attachment C-3, Project Features Map

Dry Creek Parkway Trails
Phase I



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PROPOSED CEQA FINDINGS

Board staff has prepared the following CEQA Findings:

The Board, acting as a responsible agency under CEQA, has independently reviewed the Initial Study/Mitigated Negative Declaration (IS/MND, July 2009), Mitigation Monitoring and Reporting Plan, and the Sacramento County Resolution 2009-0809 for the Dry Creek Parkway Trails Phase I (SCH No. 2009072032) prepared by the lead agency, the Sacramento County. These documents, including the project design, may be viewed or downloaded from the Central Valley Flood Protection Board website at <http://www.cvpfb.ca.gov/meetings/2010/7-22-23-2010agenda.cfm> under a link for this agenda item.

The County of Sacramento determined that the project would not have a significant effect on the environment and adopted the Mitigated Negative Declaration at the Board of Supervisors Meeting on October 20, 2009 and the Notice of Determination was filed on November 9, 2009. Board staff finds that although the proposed project could have a potentially significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. The project proponent has incorporated mandatory mitigation measures into the project plans to avoid identified impacts or to mitigate such impacts to a point where no significant impacts will occur. These mitigation measures are included in the project proponent's Mitigation Reporting Plan and address impacts to air quality, biological resources, hydrology and water quality, and cultural resources. The description of the mitigation measures are further described in the adopted Mitigation Monitoring and Reporting Plan.

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Attachment E

Dry Creek Parkway Trails Pedestrian Bridge, Alternative 2 Hydraulic Impact Analysis

Prepared for

Kitchell CEM

2750 Gateway Oaks Drive, Suite 300
Sacramento, CA 95833

Prepared by

MBK 
ENGINEERS

2450 Alhambra Blvd., 2nd Floor
Sacramento, CA 95817
916/456-4400 (phone) • 916/456-0253 (fax)

February 18, 2009



Introduction

The Dry Creek Parkway Trails Project includes a proposed pedestrian bridge across the south branch of Dry Creek at the south side of Cherry Island Golf Course as shown in Figure 1. MBK Engineers (MBK) has performed an analysis to determine the potential impacts of this bridge on the FEMA base flood¹ elevation and the 10-year flood elevation. An analysis of an initial bridge configuration was made and documented in the MBK report “Dry Creek Parkway Trails Pedestrian Bridge Hydraulic Impact Analysis,” dated August 11, 2008. The initial bridge configuration had the low chord of the bridge one foot above the 100-year base flood elevation, which required extensive approach embankments. A revised bridge configuration, referred to herein as “Alternative 2,” was developed that placed the low chord of the bridge deck near the 10-year flood elevation, thereby significantly reducing the blockage occurring due to the approach embankments.

Hydraulic Model

The analysis used the FESWMS 2-dimensional hydraulic model developed by MBK for the hydraulic analysis accompanying a LOMR application submittal made by the City and County of Sacramento. The LOMR application is currently under review by FEMA. Documentation for this model was provided in the August 11, 2008 report. Three different models were used in the LOMR analysis to represent Dry Creek and the NEMDC: 1) Upper Dry Creek, 2) Lower Dry Creek and 3) NEMDC. The pedestrian bridge analysis made use of the Upper Dry Creek model.

Analysis

Figures 2 and 3 show preliminary plans for the Alternative 2 bridge that were used for the analysis. The hydraulic model mesh in the vicinity of the proposed bridge is shown in Figure 4. The hydraulic impact of the proposed bridge was determined by computing the water surface elevation for the “without bridge” condition and comparing it with the water surface elevation computed for the “with bridge” condition. The “with bridge” condition was modeled by changing the ground elevation at the affected node points to correspond to the proposed elevations of the bridge approach embankments. The bridge was modeled with a low chord elevation of 62.5 ft (NGVD 1929). Based on the sample bridge profile provided to us (Figure 5), the assumption was made in the model that no water would be allowed to flow over the bridge due to the dense railings and potential for debris capture. This assumption is conservative because there would be flow over the bridge. The without and with bridge profiles along the embankment alignment are shown in Figure 6.

Results and Discussion

The change in the 100-year (FEMA base flood) water surface elevation due to the bridge is shown in Figure 7. The maximum change in the 100-year water surface elevation is +0.3 feet at the upstream side of the north bridge embankment. This impact is localized in a small area with the impact dropping below +0.1 ft less than 50 feet away. The impacts shown in Figure 7 are not large enough to have any affect on the FEMA flood map base flood elevations or flood plain delineation. The maximum computed base flood elevation at the upstream face of the bridge

¹ The FEMA base flood is the flood having a one percent chance of being equaled or exceeded in any given year, also referred to as the 100-year flood.

deck is 66.40 feet (NGVD 1929) without the bridge and 66.48 feet (NGVD 1929) with the bridge.

The change in the 10-year water surface elevation due to the bridge was on the order of +0.02 feet to -0.02 feet in the immediate vicinity of the bridge, with no measureable impact a short distance away. The computed 10-year water surface at the bridge is 64.8 feet (NGVD 1929).

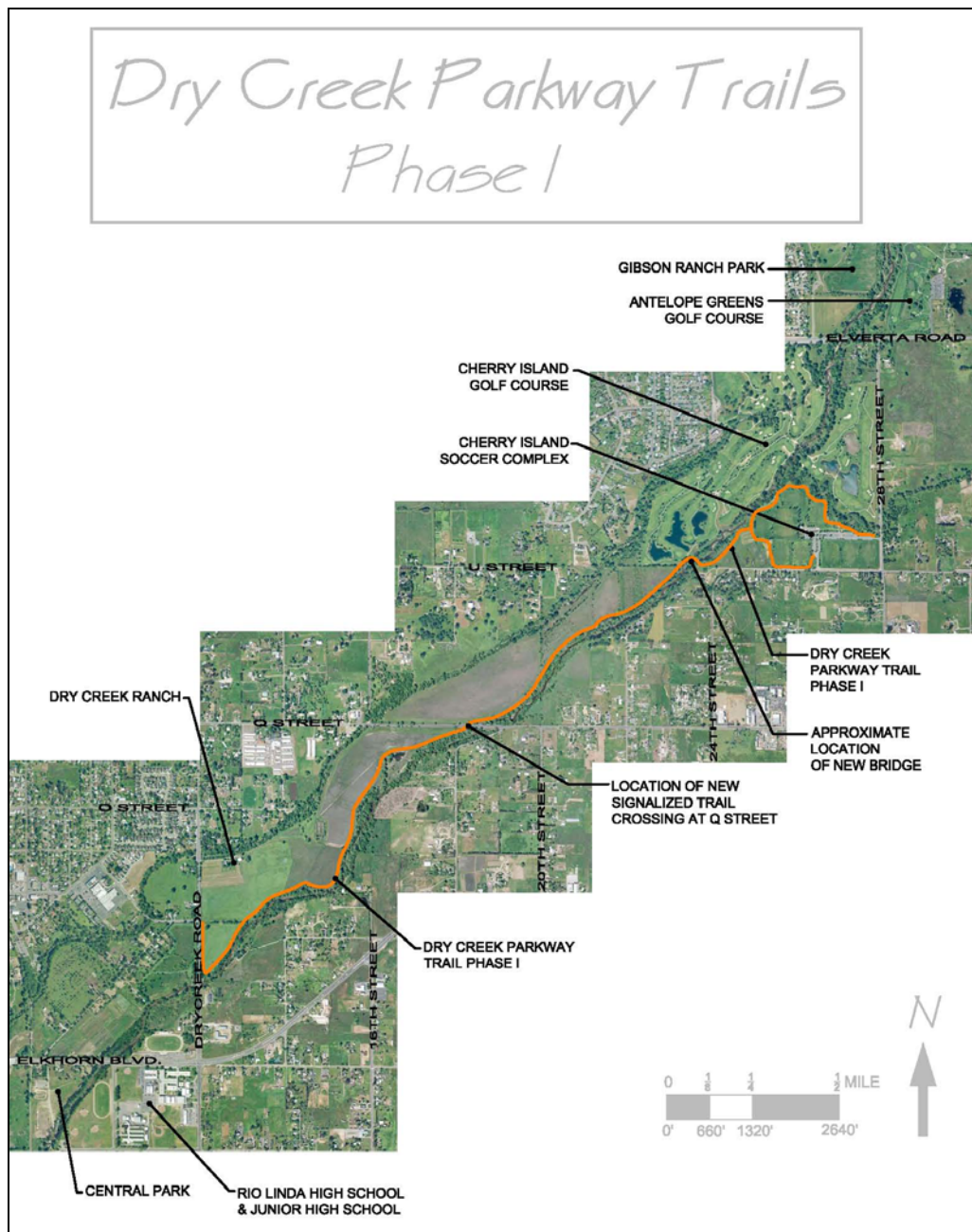


Figure 1. Location Map

Attachment E

Dry Creek Parkway Trails Pedestrian Bridge Alternative 2 Hydraulic Impact Analysis

February 18, 2009
Page 3

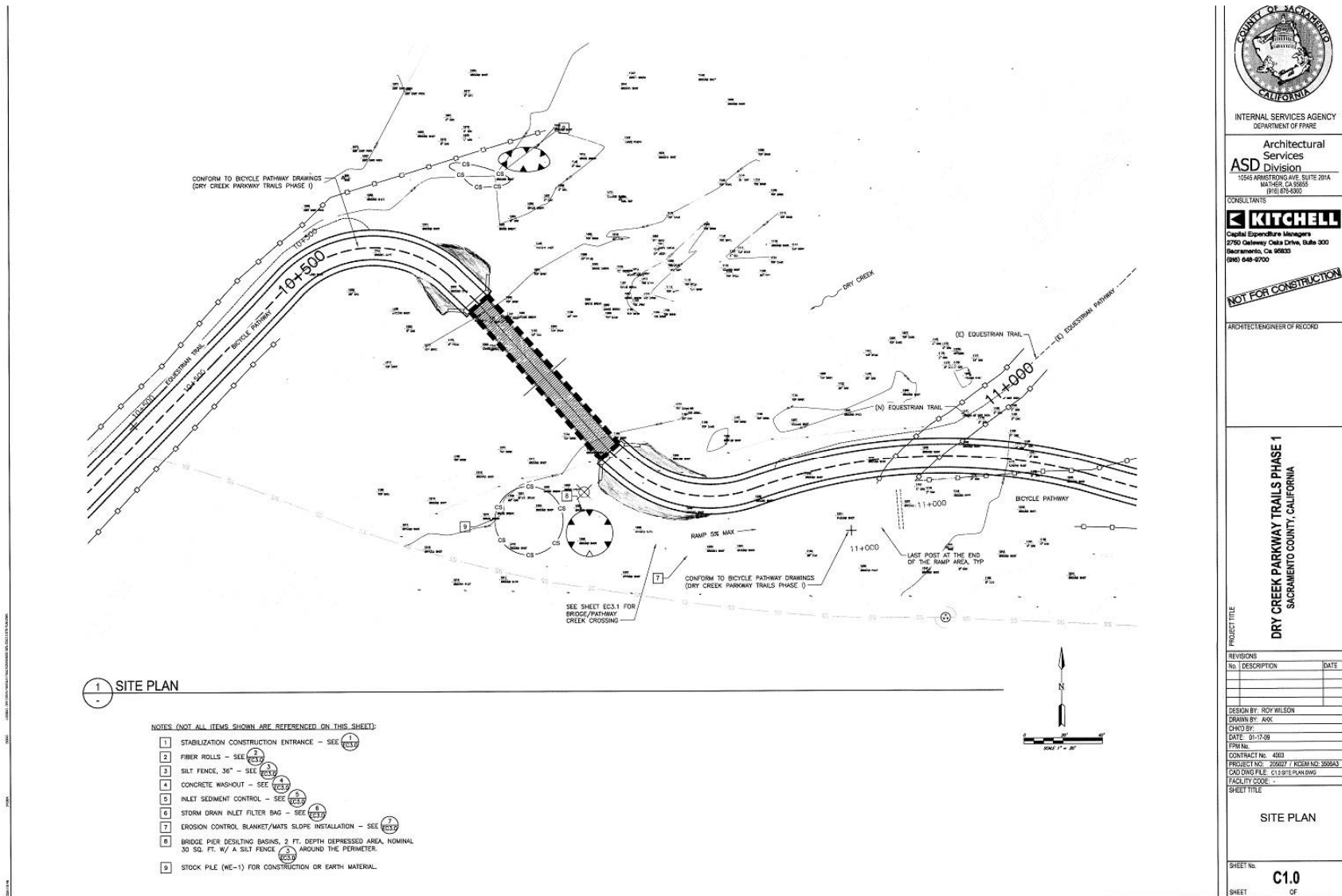


Figure 2. Pedestrian Bridge Site Plan, Alternative 2

Attachment E

Dry Creek Parkway Trails Pedestrian Bridge Alternative 2 Hydraulic Impact Analysis

February 18, 2009

Page 4

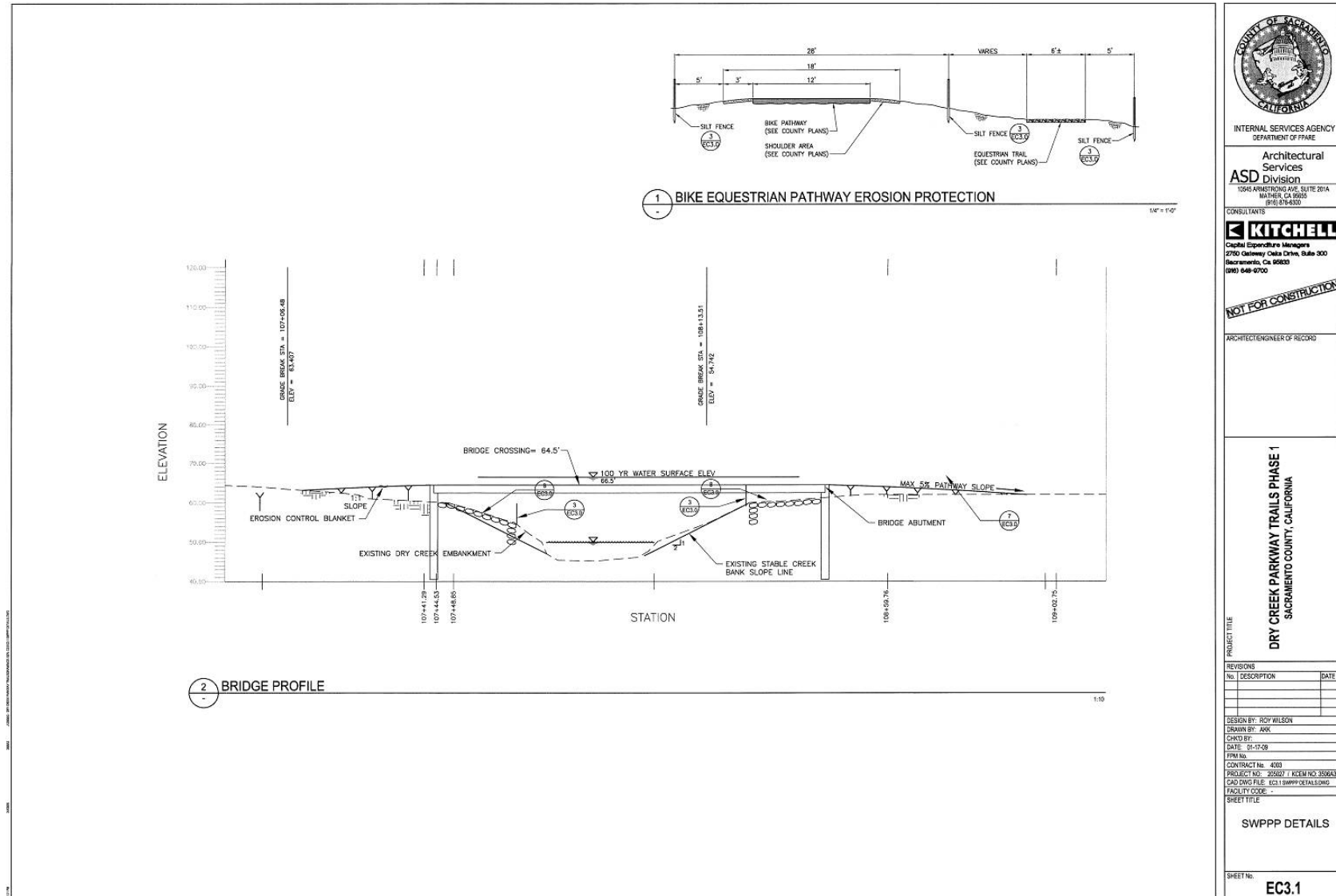


Figure 3. Pedestrian Bridge Profile, Alternative 2

Attachment E

Dry Creek Parkway Trails Pedestrian Bridge Alternative 2
Hydraulic Impact Analysis

February 18, 2009
Page 5

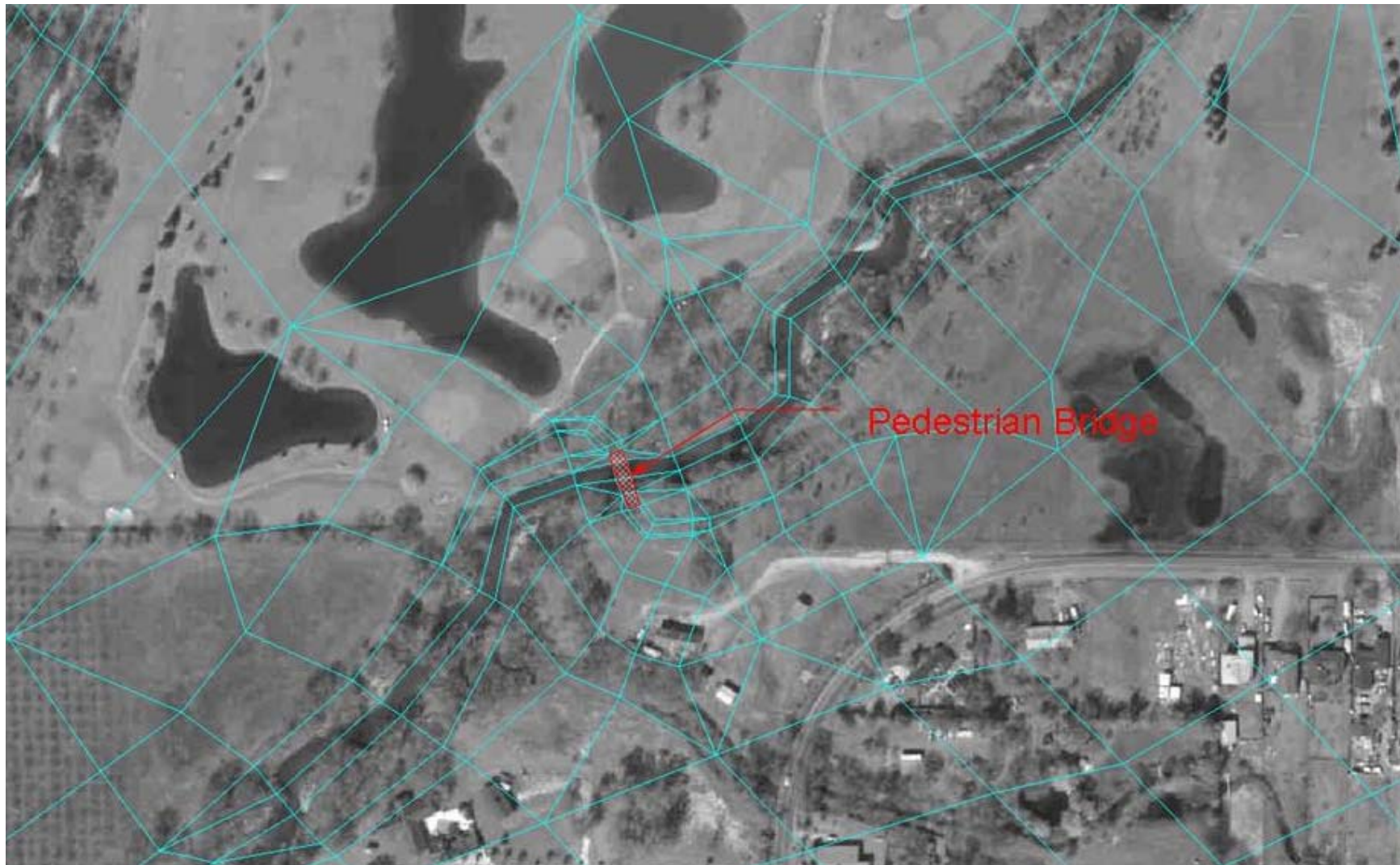


Figure 4. 2-dimensional Hydraulic Simulation Model Element Mesh in Vicinity of Pedestrian Bridge

Attachment E

Dry Creek Parkway Trails Pedestrian Bridge Alternative 2
Hydraulic Impact Analysis

February 18, 2009
Page 6

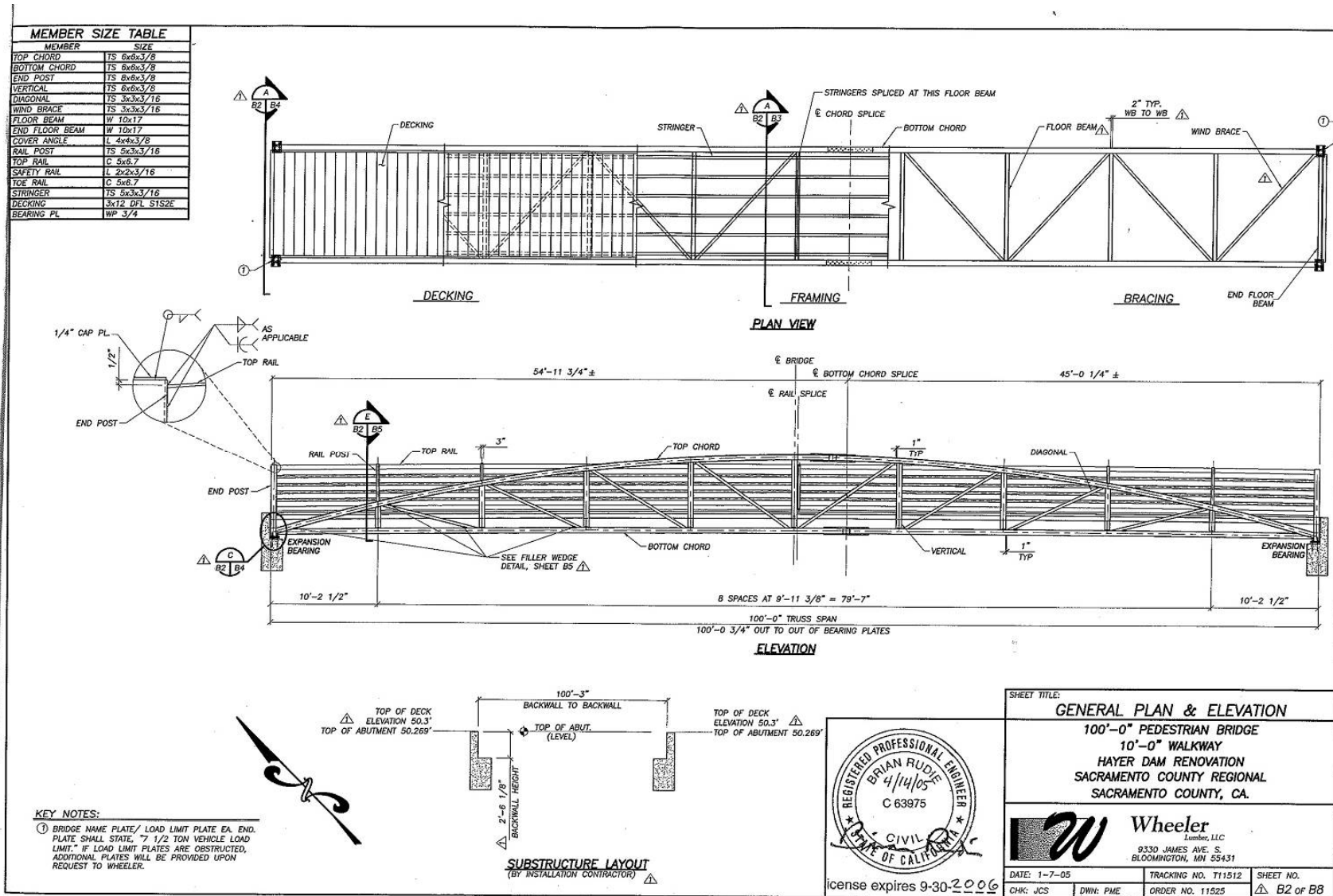


Figure 5. Sample Bridge

Attachment E

Dry Creek Parkway Trails Pedestrian Bridge Alternative 2
Hydraulic Impact Analysis

February 18, 2009
Page 7

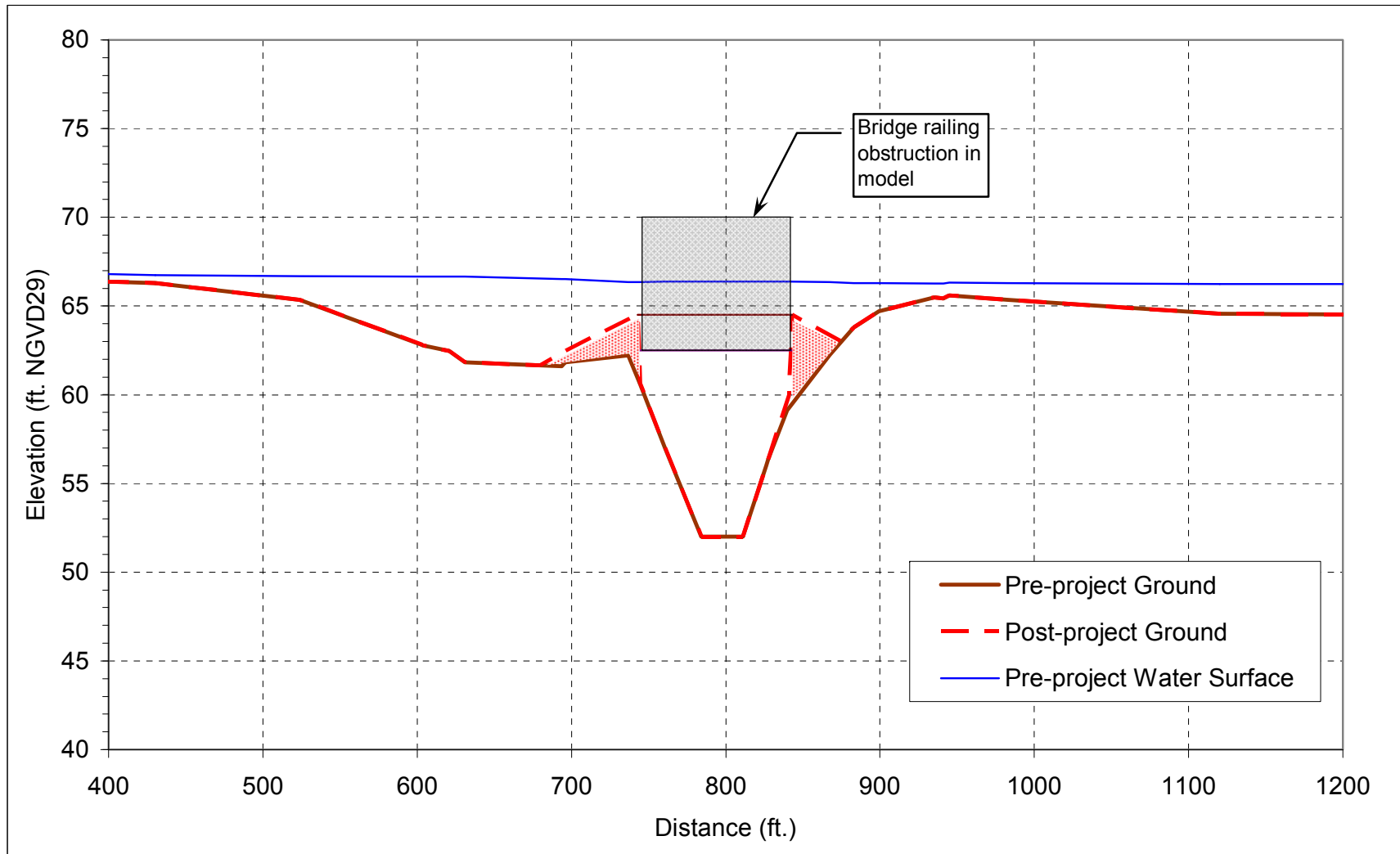


Figure 6. Profile from Hydraulic Model of Bridge Embankment Alignment (looking downstream)

Attachment E

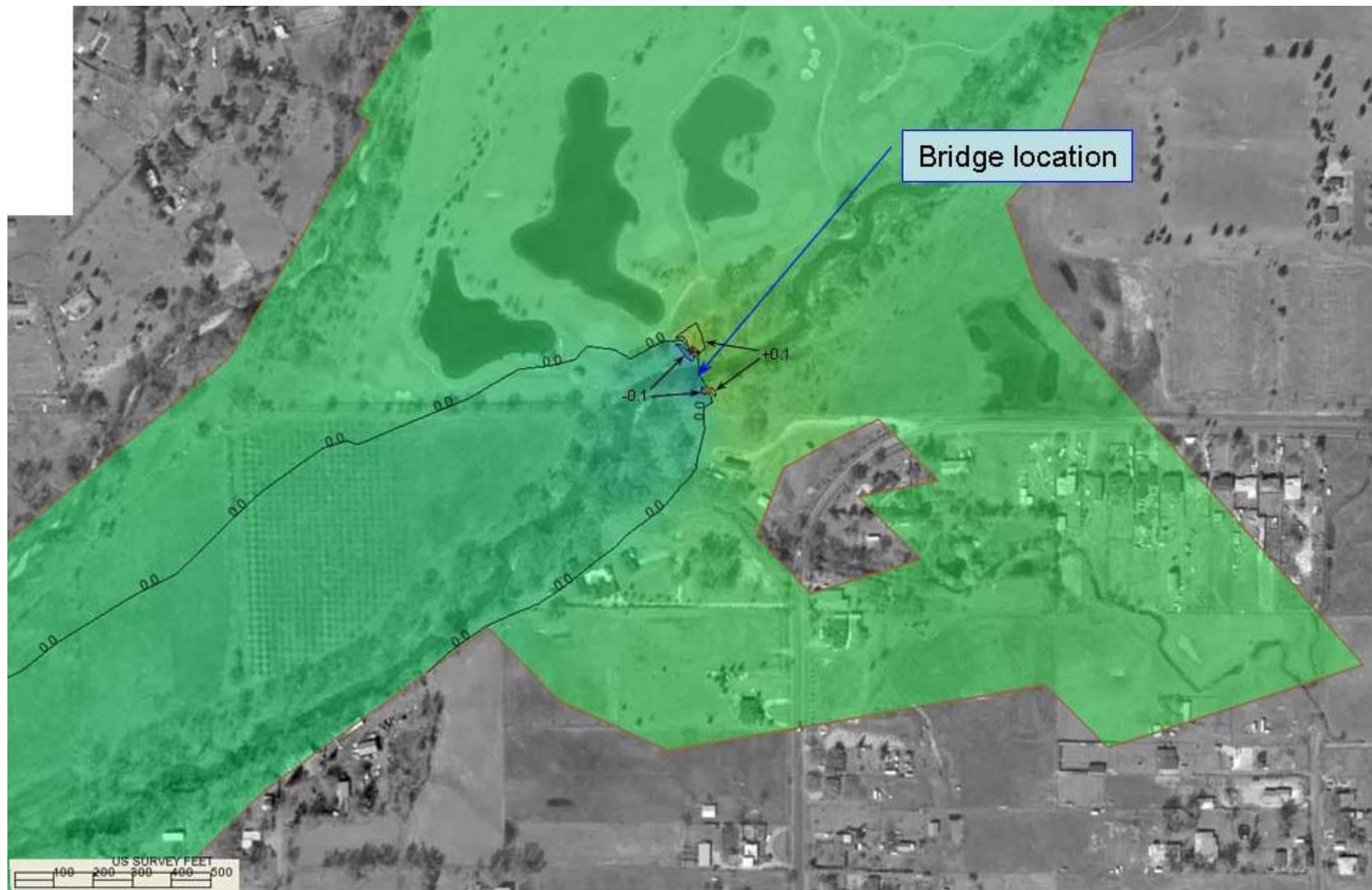


Figure 7. Impact of Pedestrian Bridge on 100-year Water Surface Elevation

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Attachment F



Water Resources • Flood Control • Water Rights

MEMORANDUM

DATE: July 13, 2010

TO: County of Sacramento, Architectural Services Division

SUBJECT: Hydraulic Analysis of Dry Creek Parkway Trails Bridge and Trail

The Dry Creek Parkway Trails Project includes a proposed pedestrian bridge across the south branch of Dry Creek at the south side of Cherry Island Golf Course and a pedestrian trail 2.1 miles in length and adjacent to Dry Creek starting at Dry Creek Road and ending at U Street, as shown in Figure 1. The focus of this analysis, performed by MBK Engineers (MBK), was to determine potential hydraulic impacts due to the pedestrian trail. The MBK report "Dry Creek Parkway Trails Pedestrian Bridge Hydraulic Impact Analysis", dated August 11, 2008, focused on hydraulic impacts due to the pedestrian bridge.

The analysis used the FESWMS 2-dimensional hydraulic model developed by MBK for the hydraulic analysis accompanying a LOMR application submittal made by the City and County of Sacramento in 2008. Documentation for this model was provided in the "Letter of Map Revision for Dry Creek and Natomas East Main Drainage Canal, Sacramento County, California" report, dated August 11, 2008. FESWMS simulates two-dimensional, depth-integrated, surface-water flows and was developed by the Federal Highway Administration.

The Dry Creek floodplain is a complex system. Due to its length and the potential for model instability, the study reach was modeled for this analysis in two segments:

- Lower Dry Creek model; from the UPRR bridge near the mouth of Dry Creek to just above Q Street.
- Upper Dry Creek model; from just below Q Street to the Sacramento County corporate boundary.

The Lower Dry Creek model was used to define the downstream water surface elevation boundary conditions for the Upper Dry Creek model simulations. The downstream boundary condition for the Lower Dry Creek model was the same in this analysis and the August 11, 2008 analysis.

The base and project conditions for the upper and lower Dry Creek models were simulated using the 1% annual exceedance probability (100-year flood event), as described in the August 11, 2008 report.

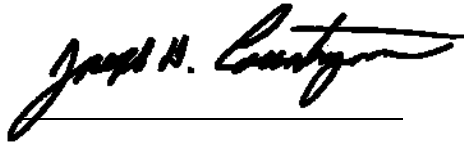
The methodology used to determine the hydraulic impacts associated with the proposed pedestrian bridge and trail was to compare model results from a “base condition” simulation and a “project condition” simulation.

For the purpose of an impact analysis, the elements in the 2-D model are similar in the base and project condition models. In this analysis, the base condition model elements were refined in the 2-D model mesh to provide detail in the areas where the bike trail will be constructed; and in the project condition model, these elements were adjusted to account for the change in elevation because of the pedestrian bridge and trail and parking lot. It is noted that the parking lot, which is located at the west end of the trail adjacent to Dry Creek Road, will be constructed at grade (see Figure 2); and therefore, it was unnecessary to adjust the model in the parking lot area for changes in grade. The bridge was input into the model based on Figures 3 and 4, and the trail was input into the model based on Figures 5 and 7. Based on review of Figure 5, the typical pedestrian trail increase in elevation above existing grade is 2 inches at minimum. Figure 6 shows the FESWMS model mesh. For the hydraulic impact analysis, the element elevations for the pedestrian trail in the project condition model were raised 0.4 feet (5 inches) to be conservative and to account for potential as-built differences since the 2-inch value is a minimum. A roughness coefficient of 0.013 was used in the project condition model for the paved trail.

The project changes in topography due to the trail are de minis (2 to 3 inches or 0.25 feet) and are well below the accuracy of the basic topography developed for the floodplain area (+/- 0.5 feet). The FESWMS model is subject to variations as it estimates convergence of the equations governing the conditions of flow. Differences of less than 0.05 feet should be considered model variance and not project variance.

Changes in water surface elevation were calculated by subtracting base condition model results from project condition model results. The change in the 100-year water surface elevation downstream of the bridge was -0.1 feet. This change is localized to the bridge area with the change dropping to -0.04 feet 2,000 feet downstream of the bridge. A localized change in water elevation of -0.07 feet was computed for downstream of Q Street adjacent to the pedestrian trail, with the change dropping below -0.04 feet 700 feet downstream of Q Street. The computed change in water surface elevation for the upstream side of Q Street is +0.08 feet. In general, the computed water surface elevation change is +0.02 feet along the proposed pedestrian trail. Figure 7 shows the computed change in water surface elevation from the upper Dry Creek FESWMS model.

Based on model results, the addition of the pedestrian bridge, parking lot, and trail to the Dry Creek floodplain has only localized effects on the calculated water surface. The calculated changes in water surface were +/- less than 0.1 feet; and in our opinion, do not represent a significant change in the water surface elevation of the 100-year flood. More significantly, the FEMA maps for this area would not change as a result of this analysis.

A handwritten signature in black ink, reading "Joseph D. Countryman", written over a horizontal line.

Joseph D. Countryman PE D.WRE
MBK Engineers





Quality Control Certification
for
Hydraulic Analysis of Dry Creek Parkway Trails Bridge and Trail

Certification of Internal Quality Control

I hereby certify that I have reviewed the hydraulic analysis and results described in the July 13, 2010, report on the *Hydraulic Analysis of Dry Creek Parkway Trails Bridge and Trail* and that it adequately addresses hydrology and hydraulics of the described project.

A handwritten signature in black ink, appearing to read "Mike Archer".

Mike Archer, P.E., MBK Engineers

July 13, 2010
Date



Attachment F

Sacramento County

July 13, 2010

Page 5 of 11

Figure 1. Location Map

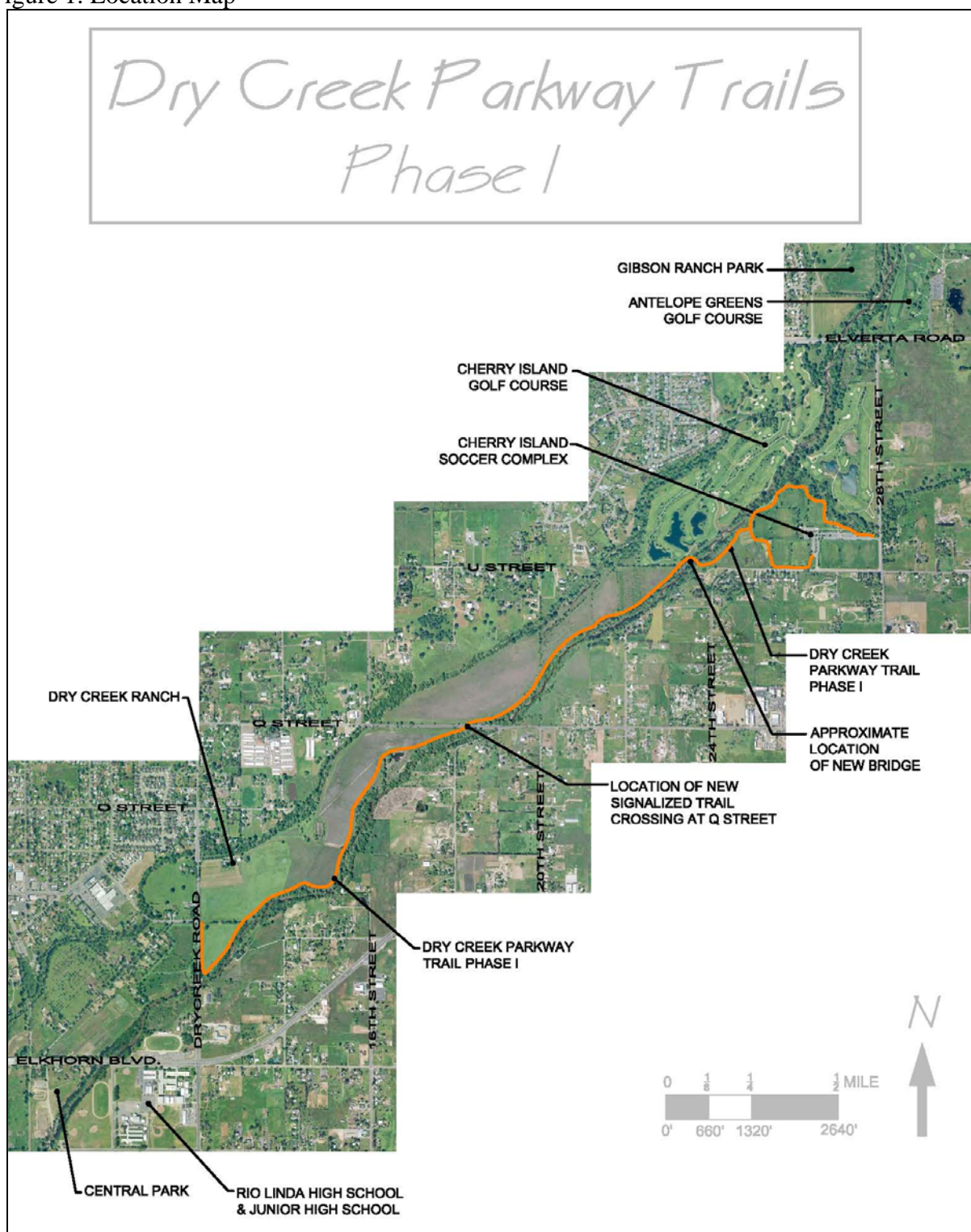
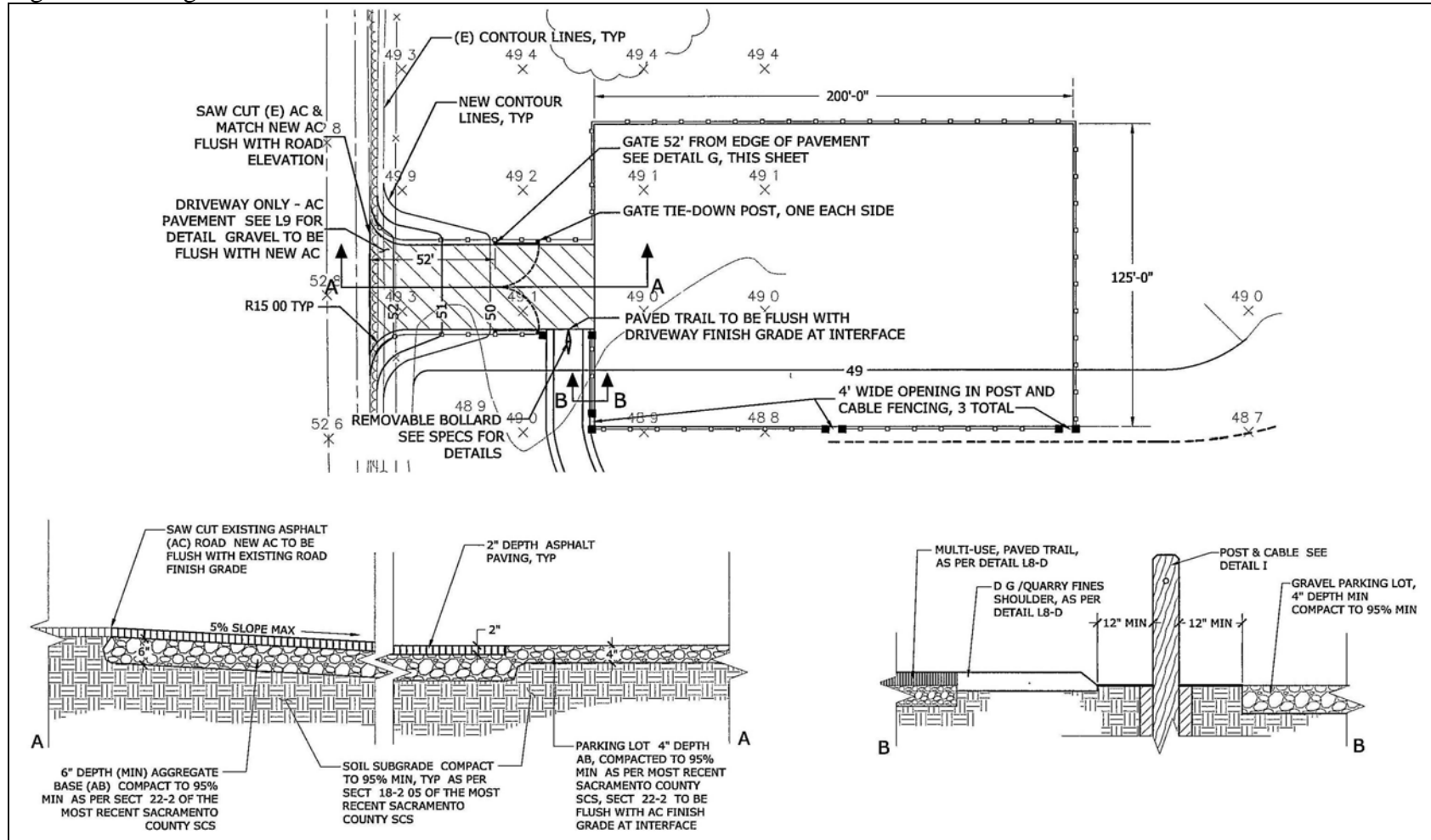


Figure 2. Parking Lot Detail



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Figure 4. Pedestrian Bridge Profile

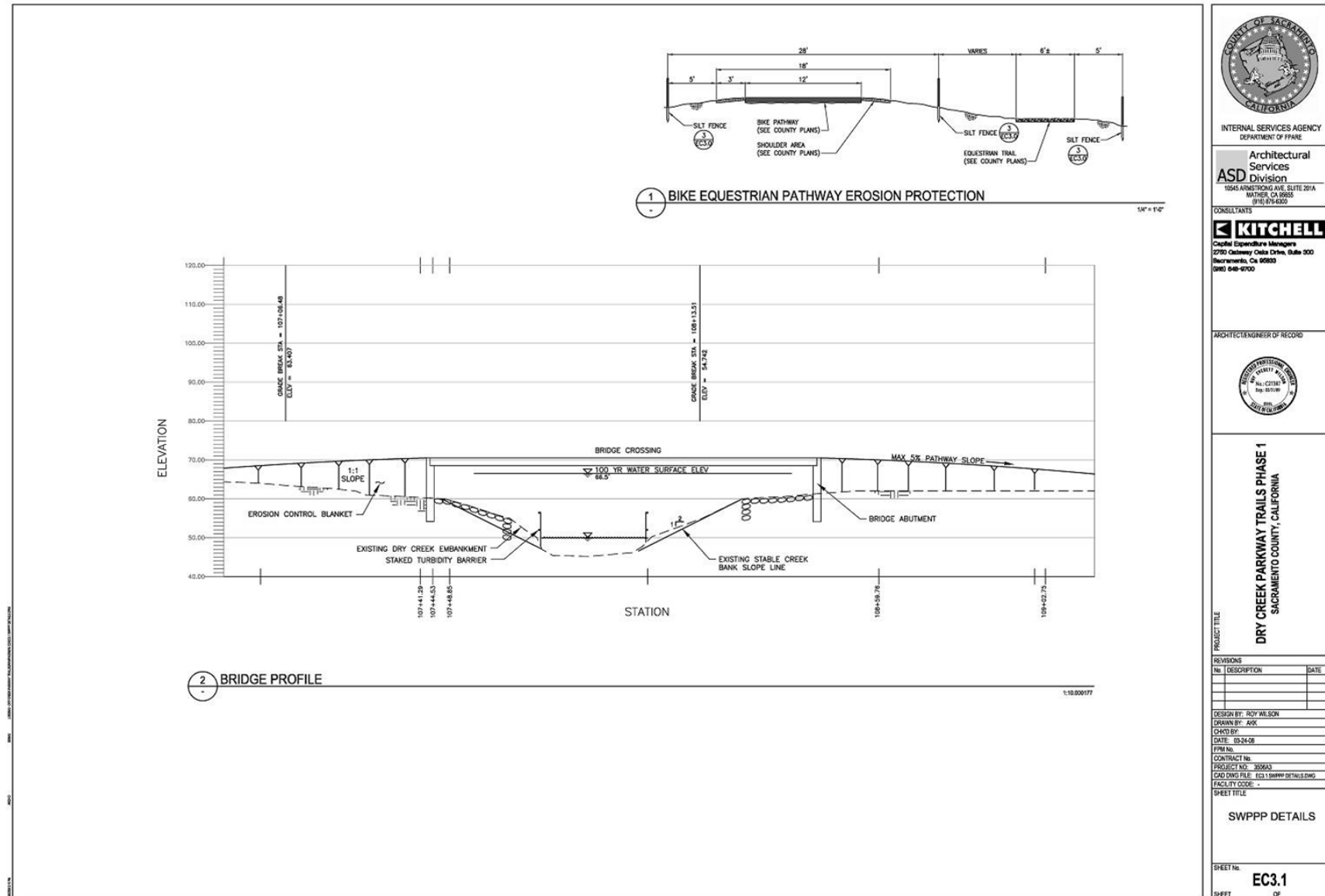


Figure 5. Pedestrian Trail Paved Section

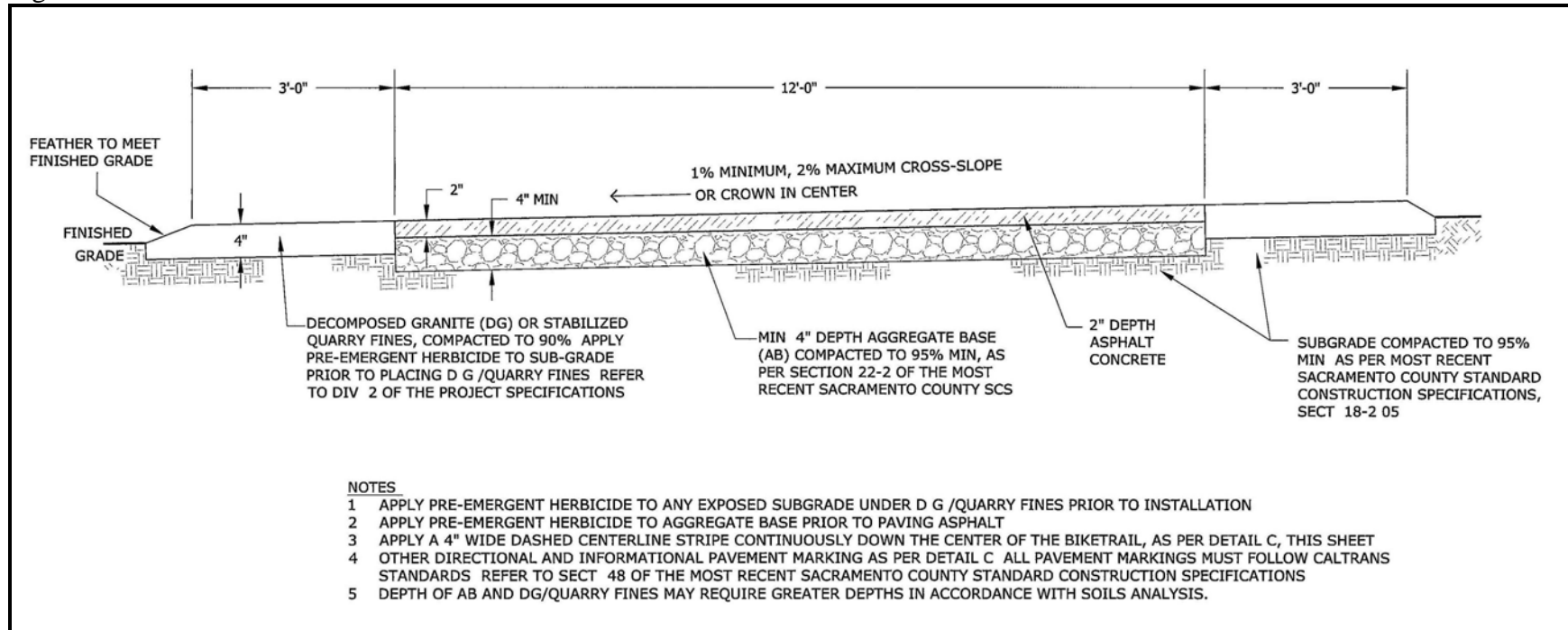


Figure 6. FESWMS Model Mesh

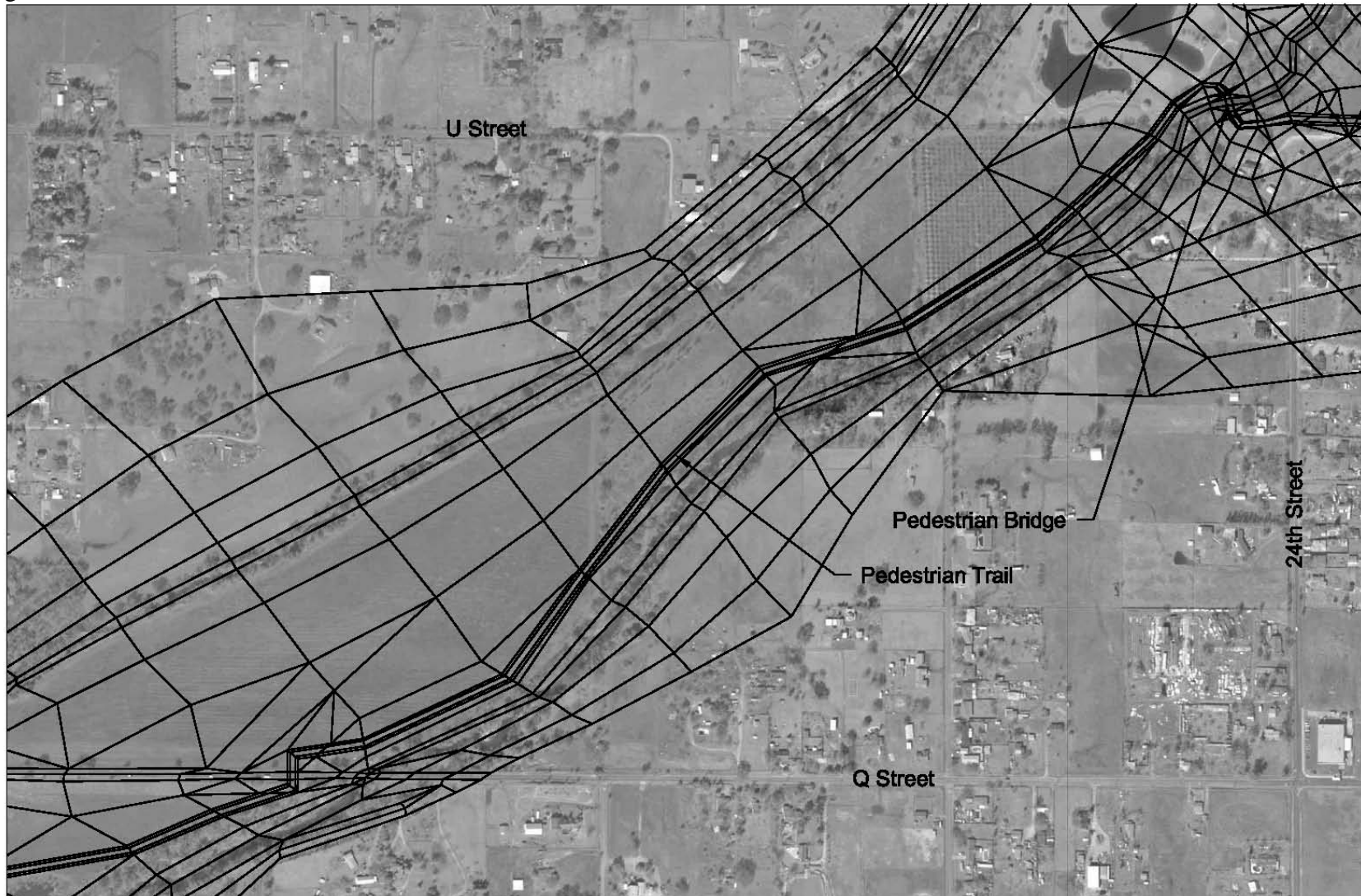
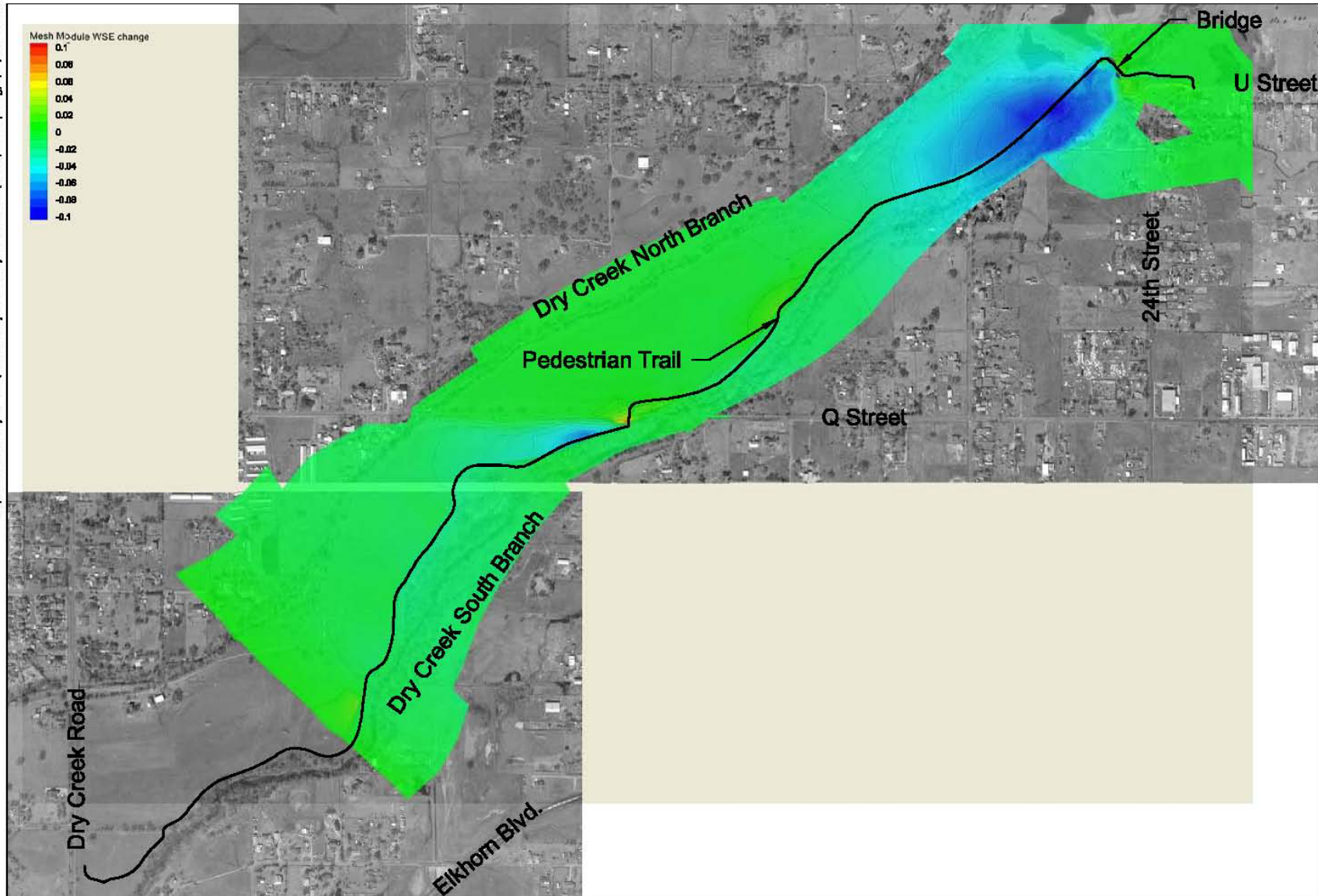


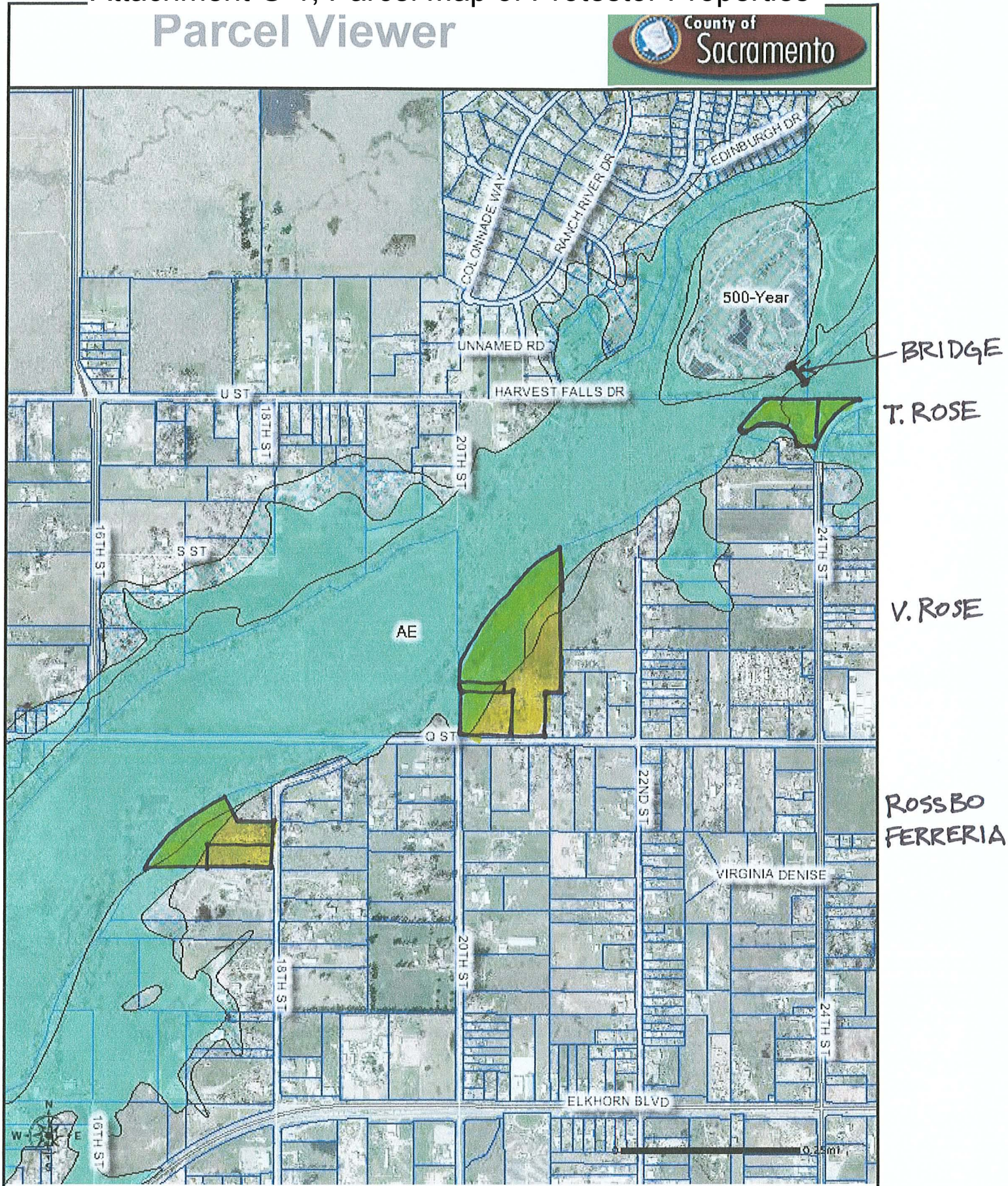
Figure 7. Water Surface Impacts



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Attachment G-1, Parcel Map of Protestor Properties

Parcel Viewer



BRIDGE

T. ROSE

V. ROSE

ROSS BO
FERRERIA

Attachment G-2, Rossbo Protest

March 25, 2010

Gregory Alan Rossbo
7109 18th Street
Rio Linda CA 95673
(916) 919-1123

RECEIVED

March 29 2010

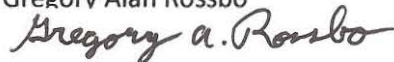
Central Valley Flood Protection Board
3310 El Camino Avenue, Rm. LL40
Sacramento, CA 95821

PROTEST

The Sacramento County's Regional Parks project application #18557BD will cause flooding on my property by adding thousands of yards of road base for the 2.9-mile, 12-foot wide asphalt-concrete trail, with 3 foot wide decomposed granite shoulders. And construct a 25,000 sq. foot gravel parking lot unknown amount of fill base. And a 100 ft. long 11 ft. wide steel bridge supported by 95 cubic yards of steel reinforced concrete abutments resting on 19.6 cubic yards of steel reinforced cast in place concrete piers with approximately 655 cubic yards of engineered fill and native soil on each side of the channel for bridge approach ramps.

With thousand's of cubic yards of fill, and a 12 foot wide asphalt trail-road adjacent to my property blocking the natural flow of flood water, this will divert flood water to my fruit tree orchard and my land. In order to preserve and protect my home and orchard I would like equal amount of native soil added to my property. I would like at least 1000 cubic yards of native soil to support and preserve the natural creek bank on my property.

Gregory Alan Rossbo





Attachment G-3, Rossbo Response

Municipal Services Agency

Department of Water Resources

Keith DeVore, Director

Steven C. Szalay,
Interim County Executive

Paul J. Hahn, Administrator

County of Sacramento

RECEIVED

JUL - 9 2010

July 7, 2010

Janet R. Baker, Director
Sacramento County Department of Regional Parks
9850 Goethe Road
Sacramento, CA 95827

Re: Protest letter from Gregory Rossbo- Dry Creek Parkway Trails Phase I Project

Dear Janet:

This is in regard to the protest letter from Mr. Gregory Alan Rossbo of 7109 18th Street, Rio Linda, CA 95673. In his letter, Mr. Rossbo expresses concern about possible flooding impacts caused by the proposed Dry Creek Parkway bike trail project and requested that the Parks Department place a large amount of fill on his property to mitigate for perceived impacts from the project. The County of Sacramento Department of Water Resources (DWR) has reviewed the project and finds that Mr. Rossbo's concerns are unfounded.

Following is my summary of the issues Mr. Rossbo writes about in his letter and a discussion of their hydraulic impacts:

- 1) Bike trail – According to the plans entitled “Dry Creek Parkway Trails Phase I” dated April 3, 2009, and discussions with Parks staff, the bike trail is being excavated from the native grade. The excavation spoils are being trucked offsite and the final constructed bike trail will be only 3 inches above grade. Modeling this small amount of change to the grade is unnecessary given the extremely small change being proposed. At 18' wide and 3" high, the bike trail is approximately 4.5 square feet in cross sectional area above original grade. The estimated Dry Creek floodplain cross sectional area in the vicinity of Mr. Rossbo's property is approximately 10,000 square feet. Theoretically this reduces the cross-sectional flow area during a 100-year event by 45 thousandths of one percent (0.045%). Realistically this is a de minimis impact to the floodplain and is too small to be measured by hydraulic modeling. Even if this amount of change could be modeled, the effort would be moot since it will lead to no change in the calculated floodplain elevation.
- 2) Gravel parking lot– Similar to the bike trail, the parking lot is being constructed by removal of native material then placement of a constructed base and gravel surface. The added cross sectional area impact to the 100-year floodplain is similarly de minimis to that of the bike trail. In addition, the parking lot is located approximately 3,000 feet downstream of his property and is hydraulically neutral. It is physically impossible for the parking lot to hydraulically impact Mr. Rossbo's property due to its proximity and minimal intrusion in the floodplain.
- 3) Bridge crossing over the south branch of Dry Creek –The proposed bridge was analyzed with a 2-

"Managing Tomorrow's Water Today"

Attachment G-3, Rossbo Response

dimensional hydraulic model in order to quantify any impacts to the floodplain elevation. The model showed that the floodplain elevation immediately upstream of the bridge increased by 0.1 feet and that the floodplain elevation was lowered by a similar amount immediately downstream of the bridge. However, within 100 feet upstream or downstream of the bridge the impacts to the floodplain are shown to reduce to zero. Mr. Rossbo's property is located approximately 5,000 feet downstream of the bridge location. Again, due to the proximity of the bridge to Mr. Rossbo's property, the bridge is hydraulically neutral and it is physically impossible for the bridge to hydraulically impact his property.

DWR is responsible for checking projects such as this for floodplain impacts and for compliance with the Sacramento County Floodplain Management Ordinance and FEMA requirements. As such, should any proposed activity in the floodplain demonstrate an impact, DWR staff analyzes the impact and requires a redesign of the project to mitigate that impact. The proposed project is considered to be effectively flood neutral. In this case, no further mitigation is required.

Regarding Mr. Rossbo's request for the placement of 1000 cubic yards of fill on his property, if Mr. Rossbo desires to do this work within the creek himself, he will need to obtain the necessary permits. At a minimum, this would include be a Department of Fish and Game Streambed Alteration permit and a determination from the US Army Corps of Engineers. In addition, the proposed work would need to be submitted to the County for review and approval as part of a grading plan, including appropriate erosion and sediment controls. Additionally, fill of such an amount in such a concentrated area would need to be modeled in the same way as the bridge in the Parkway project to determine any resulting local floodplain impacts.

In conclusion, Mr. Rossbo's concerns regarding the Parkway project appear to be based on conjecture rather than factual analysis of the project. Additionally, his proposed "solution" (the placement of 1000 cubic yards of fill on his property) to mitigate the perceived Parkway project impacts would be of more concern to DWR staff and would likely be more impactful to the floodplain than the Parkway project itself.

Please feel free to call me at (916) 874-8649 if you have any questions.

Sincerely,



Mark Rains, PE
Associate Civil Engineer

CC: Jay Punia, Director Central Valley Flood Protection Board, 3310 El Camino Ave. LL40, Sacramento CA 95821
Joe Countryman, MBK Engineers, 1771 Tribute Road, Suite A, Sacramento, California 95815-4401

Attachment G-4, Ferreria Protest

MAR 30 2010

March 27, 2010

Maureen and George Ferreria
7051 18th Street
Rio Linda, Ca. 95673

Mailing Address: PO Box 2175
North Highlands, Ca. 95660

PROTEST

We object to the Sacramento County Regional Park's project application #18557 BD for the following reasons:

First of all, we are home to Hearts and Hooves Sacramento, a 501 c 3 non profit. We have 6 certified therapy miniature horses that do physical, speech and grief therapy, mostly for sick and dying children but also adults with all kinds of difficulties. We work with Shriners Children's Hospital, UC Davis Pediatric Hospice, and Sacramento Children's Receiving Home among many others.

When we bought this property, a number of our neighbors told us especially during those years when the flooding is bad, water can come up quite far into our pastures. I am very concerned about doing anything that would make flooding any worse. Flooding not only causes physical danger to our little horses if they were out in the far pasture but also, any flooding causes destruction of important pasture land we feed the horses with. We rely heavily on the pasture because without it, we have to spend more money on feed. We are 100% donation based and are currently collecting recyclables to feed them.

Our other concern is crime, last spring my husband was attacked by a homeless man while we were walking on the asphalt trail that crosses Elkhorn just northwest of Rio Linda High School while on a walk together with our dog. This area already has a trail nearby and I do not feel safe walking on it even during the day with one of my dogs.

Lastly, if there are funds available, our street, 18th is in need of resurfacing. I am sure there are schools to fix etc where the funds and resulting people to help and who need work would be better served.

If this project is going to be done above our objections, at the very least we would need the creek bank on our side should be built up and reinforced to offset whatever is done to the other side.

Sincerely,

Maureen and George Ferreria
916 991-3480

Attachment G-5, V. Rose Protest

Central Valley Flood Protection Board
3310 El camino Avenue, Room LL40
Sacramento, California 95821

MAR 30 2010

March 28, 2010

Subject: PROTEST

I have no problem with the proposed equestrian trail if the proposed trail does not cause increased flooding to my property. If the proposed trail(s), shoulders, parking lot, piers, abutments and bridge may cause excessive flooding to my property, then the Central Valley Flood Protection Board and the Sacramento County Regional Parks must consider reinforcing my property to prevent such flooding.

Otherwise, I PROTEST such building of the proposed trail(s), shoulders, parking lot, piers, abutments and bridge.

Sincerely,



Vicki Elaine Rose
2035 Q Street
Rio Linda, CA 95673
Phone: 916-813-9836

Attachment G-6, T. Rose Protest

Attn: John Yego
Central Valley Flood Protection Board
Room LL40
3310 El Camino Ave.
Sacramento, Ca 95821

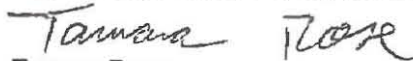
Subject: Protest of Application #18557 BD

Protestant: Tamara Rose
PO Box 581
North Highlands, CA 95660

I am protesting this project to install a 100 foot long, 11 foot wide steel bridge.

I will be adversely affected by this project due to the fact that the bridge, and related materials needed for it, will be placed 65 feet from my property.

This will force the flow of Dry Creek onto my property.


Tamara Rose

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June 9, 2010

Jay Punia
Executive Officer
Central Valley Flood Protection Board
3310 El Camino Avenue, Room 151
Sacramento, CA 95821

RE: Permit Application #18557 BD – Dry Creek Parkway Trail Phase I

Dear Mr. Punia:

Sacramento County Regional Parks (Parks) proposes to construct 2.9 miles of paved recreation trail, a parallel equestrian trail, a signalized crossing at Q Street, and install a prefabricated bridge over Dry Creek between the Cherry Island Soccer Complex and the Cherry Island Golf Course. The project will be constructed on fallow agricultural land and recreation facilities owned by Sacramento County.

Sacramento Area Flood Control Agency staff has reviewed the plans and the permit application for this project, and has determined that the project poses no obstacles to floodwater conveyance of Dry Creek, does not affect the hydraulics or hydrology of Dry Creek downstream of the proposed bridge, and does not increase the potential for flood damage to adjacent private properties.

This project will provide a unique transportation and recreation facility for the citizens of Rio Linda and northern Sacramento County, and is the first phase of a larger multi-jurisdictional planning effort that will eventually provide an alternative transportation path linking western Placer County with downtown Sacramento. By constructing this trail on publicly-owned lands, Parks will avoid right-of-way conflicts with private property owners and the expenses associated with land acquisition.

In conclusion, I recommend that the Central Valley Flood Protection Board approve the permit for this unique and worthwhile project.

Sincerely,



Stein Buer
Executive Director, SAFCA

Dry Creek Parkway Advisory Committee

Attachment H-2

July 3, 2010

Dry Creek Parkway Advisory Committee
Becky McDaniel, Chair
6730 Front St.
Rio Linda, CA 95673

Central Valley Flood Protection Board
3310 El Camino Avenue, Room LL 40
Sacramento, CA 95821

Dear Directors,

I am writing this letter to advise you of the full support of the Dry Creek Parkway Advisory Committee for implementation of Phase I of the Dry Creek Parkway Trail.

The DCPAC is responsible for considering issues within the Dry Creek Parkway and issues outside of the Parkway that may cause impacts within the Parkway.

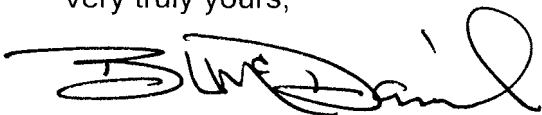
Phase I of the Trail is entirely consistent with the Dry Creek Parkway Master Plan. The project will take place within the boundaries of the Parkway and within the historic flood way of Dry Creek.

The Phase I of the Trail has been carefully studied and reviewed by the DCPAC from it's inception. It is the considered opinion of the DCPAC that this trail will be of great benefit to the surrounding schools, communities and to the recreational resources for Rio Linda, Elverta, Sacramento and neighboring areas.

The Trail is an integral link in the larger regional system of trails and parks that includes the American River Parkway, Discovery Park, and Steelhead Creek. Phase I will also provide an off street commuter bike path from Placer County south into Sacramento via the existing Sacramento Northern Bikeway.

Therefore we support approval of this project by the Central Valley Flood Protection Board.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Becky McDaniel', with a large, stylized loop at the end.

Becky McDaniel, Chair
Dry Creek Parkway Advisory Committee

cc: DCPAC Members
Sacramento County Board of Supervisors

Rio Linda Elverta
Visions Task Force
Steering Committee

Item - 5C
July 22, 2010
Agenda

July 12, 2010

RLE Visions Task Force
6730 Front St.
Rio Linda, CA 95673

Central Valley Flood Protection Board
3310 El Camino Avenue, Room LL 40
Sacramento, CA 95821

Dear Directors,

The Rio Linda Elverta Visions Task Force was formed several years ago as a grass roots community group to address issues and concerns that are not addressed by our locally elected Boards. Our purpose is to represent the communities of Rio Linda and Elverta to government and boards on issues such as the Phase 1 of the Dry Creek Parkway Trails which is on your agenda for July 22, 2010.

The RLE Visions Task Force would like to register complete support for implementation of Phase I of the Dry Creek Parkway Trail as planned by County Regional Parks and Open Space.

The RLE Visions Task Force believes that the Phase I of the Trail will be a significant asset to the surrounding schools, communities and will be a major recreational resource for Rio Linda, Elverta, Sacramento and neighboring areas.

Phase I of the Trail is the first step in completing a long awaited "Parkway" that is envisioned to be much like the American River Parkway on a smaller scale. The Trail is an integral link in the larger regional system of trails and parks that includes the American River Parkway, Discovery Park, and Steelhead Creek.

Therefore we support approval of this project by the Central Valley Flood Protection Board.

Respectfully,

Charlea R. Moore

Charlea R. Moore Chair, RLE Visions Task Force
Vice Chair - Stephanie Suela,
Secretary - Shirley Breckenridge, RLEHS

Steering Committee Members:
Mary Harris, Public member
Alice Helen Lee, Public member
Shelli Bolsover, Public member
Jesus Navarro, Public member
Toni Navarro, Public member
Michael Huiras, Public member

Attachment H-4



909 12th Street, Suite 100, Sacramento CA 95814

July 14, 2010

Central Valley Flood Protection Board
3310 El Camino Avenue, Room LL 40
Sacramento, CA 95821

RE: Dry Creek Parkway, PHASE 1

Dear Directors,

Habitat 2020 is a coalition of environmental organizations collaborating on common issues in, and affecting, the Sacramento region, and acts as the Habitat Conservation Committee of the Environmental Council of Sacramento (ECOS) – working to protect the lands and waters where our wildlife and native plants live in the Sacramento region. Members of Habitat 2020 include the Sacramento Audubon Society, California Native Plant Society, Friends of the Swainson's Hawk, Save the American River Association, Save Our Sandhill Cranes, the Sacramento Group of the Sierra Club, Stone Lakes National Wildlife Refuge Association, and the Sacramento Area Creeks Council.

Our vision is a future where nationally and internationally significant natural habitats and wildlife-friendly agricultural lands of the Sacramento Region's Heartland - vernal pools, California prairie, riparian forests, freshwater marshes, oak savanna, and chaparral - are protected, connected, and conserved. Our mission to make this a reality is the California Heartland Project which seeks to create a connected network of parks, preserves, and conservation easements on working farms and ranches - creating access to open space for education and recreation, protecting the unique biological diversity found in the Sacramento Valley, and conserving our agricultural heritage: to spread our vision; to identify, protect, and connect our natural treasures; to seek the means and mechanism to implement the vision; and to promote cooperation and coordination of local governments, organizations, and the public.

The Dry Creek Parkway is an integral part of the Heartland Project and consistent with our vision for a regional parks and open space system. It is imperative that Phase 1 be approved and that this important piece of the regional conservation puzzle is put in place. This project is of regional significance and must be considered in that context.

Sincerely,

Sean Wirth
Chair, Habitat 2020

Butler, Eric R.

From: Dee Diehm [diehm_dee@yahoo.com]
Sent: Monday, July 19, 2010 3:08 PM
To: CVFPBQuestions
Cc: Bingaman, Jennifer; Butler, Eric R.; deborah.smith@doj.ca.gov
Subject: Dry Creek Parkway Trails - Phase I

As an avid horseback rider, I have found that the trails and/or areas that we can actually ride on are drastically disappearing at a record level. This forces many people to actually ride their horses in the street which is extremely dangerous to the riders, horses and autos passing by.

Living and owning property in Elverta, I have found that the only safe riding that I can participate in forces me to trailer out to surrounding areas like Newcastle, Loomis, Granite Bay, Orangevale and the like. However, I have recently discovered the Rio Linda Historical Society property and that has opened up an entirely new opportunity to me and my fellow riders. I am in the process of introducing that property to the riding club that I belong to and that has approximately 105 active riders to date.

That property and its' ability to connect to the "Parkway" is very much needed in this community! I implore you to not pass up this extremely valuable commodity. It will give back to the citizens of this community for years to come.

Another item you might want to consider is the fact that a very large percentage of horse owners also own homes and acreage which in turn pay thousands and thousands of tax dollars that uphold these very same projects that we are speaking about. I understand that there are four homeowners that object to the "Parkway" – what about the hundreds of homeowners and riders that would very much love to have it approved? It seems when you put it in that perspective, there is only ONE answer.... **YES!** Move forward with Phase I of the Dry Creek Parkway Trails project!

Sincerely,

Dee Fuller
(916) 412-7835

Twin Rivers

UNIFIED SCHOOL DISTRICT

July 15, 2010

RECEIVED

JUL 21 2010

Central Valley Flood Protection Board
3310 El Camino Ave., Room LL40
Sacramento, CA 95821

Dear Board Members,

I am writing this letter to advise you of my full support for the implementation and completion of the Phase One Trail in the Dry Creek Parkway located in Rio Linda and Elverta, CA. **Phase One of the multi use trail is entirely consistent with the Dry Creek Parkway Master Plan developed by Sacramento County and SAFCA.**

Phase One of the multi use trail has been carefully studied by Sacramento County, SAFCA and DCPAC from its inception. It is my considered opinion that Phase One would be a benefit to surrounding schools as well as to the entire community. The trail head starts on Dry Creek Road between Elkhorn Blvd. and O Streets. This trailhead is within a 1 ½ mile radius of Orchard Elementary, Rio Linda Elementary, Westside Elementary, Westside Charter 7th and 8th, Dry Creek Elementary, Dry Creek West, Rio Linda High School and Rio Linda Preparatory Academy. The trail will provide a link to the Cherry Island Golf Course, Gibson Ranch and the Cherry Island Soccer Complex which will expand opportunities for recreation and education throughout the region.

I enthusiastically support approval of this project by the Central Valley Flood Protection Board.

Sincerely,



Bob Bastian
TRUSD Board Member, Area 4
Board Vice President

Cc: TRUSD
Governor Arnold Schwarzenegger
Sacramento County Board of Supervisors
Sacramento County Regional Parks
Rio Linda/Elverta Parks and Recreation Board
Rio Linda/Elverta Historical Society
Rio Linda/Elverta Chamber of Commerce
Rio Linda/Elverta Lions Club
Sacramento Mounted Horse Patrol

District Address: 5115 Dudley Blvd. McClellan CA 95652
Mailing Address: 3222 Winona Way North Highlands CA 95660
(916) 566-1600 FAX (916) 566-1784 www.twinriversusd.org

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Our Mission:
To inspire each student to
extraordinary achievement
every day.